

# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA23 | Balsall Common and Hampton in Arden

**Landscape report (LV-001-023)**

Landscape and visual assessment

November 2013

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# **LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT**

**Volume 5 | Technical Appendices**

CFA23 | Balsall Common and Hampton in Arden

**Landscape report (LV-001-023)**

Landscape and visual assessment



## Department for Transport

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## Appendix LV-001-023

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# 1 Introduction

1.1.1 The landscape and visual appendix for the Balsall Common and Hampton-in-Arden community forum area (CFA23) comprises:

- a summary of engagement with technical stakeholders (Part 1);
- an environmental baseline report (Part 2);
- assessment matrices (Part 3); and
- a schedule of non-significant effects (Part 4).

1.1.2 Map series LV-02, LV-07 and LV-08, as referred to throughout this Landscape and visual appendix, are contained in Volume 5, Map Book Landscape and visual. Map series LV-01, as referred to throughout this landscape and visual appendix, is contained in Volume 2, Map Book Landscape and visual.

# Part 1 – Engagement with technical stakeholders

## 2 Introduction

2.1.1 This section describes engagement that has been undertaken with technical stakeholders in relation to the landscape and visual assessment for the Balsall Common and Hampton-in-Arden area (CFA 23).

Table 1: Stakeholder engagement

Stakeholder		
Solihull Metropolitan Borough Council (SMBC)	Letter sent 16 July 2012 to SMBC requesting comments on proposed viewpoints and photomontages.	Letter dated 15 August 2012 received from SMBC confirming acceptability of viewpoints and photomontages with potential for additional viewpoints subject to design development.
SMBC	Meeting with SMBC on 26 February 2013 to discuss environmental design aims, work undertaken to date and programme. SMBC asked for clarification that the Warwickshire landscape Guidelines had been referenced.	Minutes of meeting issued 18 March 2013.
Diddington Hall School (The Island Project)	Meeting on 28 May 2013 to discuss effects on visual amenity and pupils at the school during construction and operation of the Proposed Scheme.	Report issued to HS2 8 August 2013.

# Part 2 – Environmental baseline report

## 1 Introduction

1.1.1 This section describes the baseline for landscape character areas (LCAs) and visual assessment viewpoints located within the study area for this CFA. A summary of the landscape and visual baseline is provided in Volume 2. The LCA maps (Volume 5: Maps LV-02-077b to LV-02-080a), which are based on an aerial photograph, also help to provide an overview of the character of the area, illustrating the pattern of development, distribution of open spaces and spread of vegetation.

1.1.2 This section is organised as follows:

- information on each LCA identified within the study area, including a description of the area and an analysis of the condition, tranquillity, value and sensitivity of each LCA. These are ordered from south to north along the route of the Proposed Scheme;
- information on the nature of the existing views towards the Proposed Scheme from identified representative visual assessment viewpoints, during both winter and summer, and daytime and night-time where relevant. These are ordered from south to north along the route of the Proposed Scheme; and
- future baseline conditions are also described.

## 2 Landscape character assessment

2.1.1 The LCAs have been determined with reference to a number of published studies, at the national, county and local level. Those of relevance to the study area are described below:

- The Natural England National Character Area 97: Arden<sup>1</sup>, which summarises the area as a well-wooded farmland landscape with a rolling landform;
- The Warwickshire Landscape Guidelines<sup>2</sup>, which identifies seven LCAs within Warwickshire. The study area lies within the Arden LCA includes the following landscape types: Ancient Arden, Arden Parklands, Arden Pastures and Arden River Valleys.
- The North Warwickshire Landscape Character Assessment<sup>3</sup>, which identifies the Blythe Valley Parkland farmlands, which lies within the study area.
- The Solihull Countryside Strategy<sup>4</sup>, which divides Solihull District into ten countryside zones to which specific policies and objectives apply. The study area includes: Zone 8 "The Coventry Fringe", Zone 6 "The Setting of Balsall Common", Zone 5 "The Rural Heartland", Zone 3 "The Motorway Corridor", Zone 2 "The Western Fringe" and Zone 10 "North Solihull".

2.1.2 Descriptions of all the LCAs identified within the study area are provided below. The LCAs are shown on Maps LV-02-077b to LV-02-080a.

2.1.3 Where LCAs are located across boundaries between other CFAs, the baseline descriptions for these LCAs are reported in each CFA section in their entirety. However, the assessment of effects to LCAs across boundaries has been made in relation to the magnitude of change experienced by part of the LCA within the CFA 23 boundary only.

<sup>1</sup> Natural England (2012) NCA Profile: 97 Arden NE337 available at <http://publications.naturalengland.org.uk/category/587130> (accessed June 2013).

<sup>2</sup> Warwickshire County Council (1993) Warwickshire Landscapes Guidelines [online] available at <http://www.warwickshire.gov.uk/landscapeguidelines> (accessed June 2013).

<sup>3</sup> North Warwickshire Borough Council (2010) North Warwickshire Landscape Character Assessment [online] available at [http://www.northwarks.gov.uk/site/scripts/download\\_info.php?downloadID=1668](http://www.northwarks.gov.uk/site/scripts/download_info.php?downloadID=1668) (accessed June 2013).

<sup>4</sup> Solihull Metropolitan Borough Council (2010) Solihull's Countryside Strategy: First Review 2010 – 2020 [online] available at [www.solihull.gov.uk/Attachments/countsidestrat\\_firstrev.pdf](http://www.solihull.gov.uk/Attachments/countsidestrat_firstrev.pdf) (accessed June 2013).

## Stoneleigh parklands LCA

The majority of this LCA is located within the adjacent Stoneleigh, Kenilworth and Burton Green study area (CFA18), which is reflected in the LCA description below.

This LCA is characterised by gently undulating landform enclosed by woodland edges, parkland and belts of trees. Land use is predominantly agricultural with generally large field patterns. Urban fringe uses are present with sewage works, business parks at Stoneleigh Park and recreational uses, as at Kenilworth Golf Club. The LCA is crossed by a number of transport routes, principally the A46 Kenilworth bypass and the A429 Kenilworth Road and Coventry to Leamington Line. These latter routes cross a narrow extent of fields between Kenilworth and Coventry at Gibbet Hill. Vegetation consists of woodland blocks, belts of hedgerows and trees and wooded banks along streams. There are a number of ancient woodlands such as Crackley Wood and Broadwells Wood. The majority of the LCA is designated green belt. There are numerous watercourses and streams, with the River Avon and River Sowe near Stoneleigh Park and the Finham Brook and Canley Brook near Kenilworth. The LCA is crossed by numerous public rights of way (PRoW) of which the Kenilworth Greenway is the most prominent within the landscape being on embankment or cutting and bordered by mature vegetation.

### Landscape condition

Woodland blocks, hedgerows and landform are well distributed throughout the LCA. While areas of former parkland are now used for intensive agricultural production or recreation, they appear to be relatively well maintained. Therefore, the condition of the Stoneleigh Parklands LCA is considered to be fair.

### Tranquillity

The LCA has a fairly intense presence of agricultural activity with intermittent built form, such as small settlements at Stareton or individual farms. There are specific areas of more urban elements such as Stoneleigh Park and the transport routes where audible noise and lighting are more evident. Overall the tranquillity of this landscape character area is considered to be medium.

### Landscape value

The green belt designation and network of footpaths are assessed as being valued at a regional scale.

### Sensitivity

Due to fair condition, medium tranquillity and regional landscape value this LCA has a medium sensitivity to change.

Figure 1: Stoneleigh Parklands LCA Date taken: 17 January 2013. 35mm lens (50mm equivalent focal length)



## Coventry urban edge LCA

The majority of this LCA is located within the adjacent Stoneleigh, Kenilworth and Burton Green study area (CFA18).

This comprises a varied mix of urban development interspersed with areas of open space. Land use includes commercial headquarters, industrial estates, university campus buildings, woodland and residential development. There are some areas of industrial development associated with the Rugby to Birmingham line which travels into Coventry city centre to the north, including Curriers Close and Torrington Avenue industrial estates. There is a wide distribution of mature vegetation, particularly along established routes into Coventry city centre, such as bordering the A429 Kenilworth Road at Gibbet Hill.

Linear residential development radiates out from Coventry becoming urban fringe in character, exemplified at Burton Green, Duggin's Lane and Gibbet Hill. Housing is of mixed age, including Victorian and Edwardian properties in addition to current infill development. Properties typically have extensive rear gardens which back onto the open countryside of the adjacent Stoneleigh Parklands LCA.

### Landscape condition

The components that contribute to the urban fringe character of the Coventry Urban Edge LCA are the varied land use and linear residential development along transport routes connecting to Coventry. The condition is considered to be fair.

### Tranquillity

This LCA comprises residential and industrial land use and this built form results in localised enclosure. In some areas, there are substantial avenues of trees which provide increased enclosure. Rail and road routes appear busy, especially those associated or in proximity to The University of Warwick. The tranquillity of this character area is considered to be medium.

### Landscape value

There are five areas of ancient woodland within the LCA. There are no other landscape related designations. The area is likely to be valued by the local community. This character area is considered to be of value at a local scale.

### Sensitivity

The LCA is considered to be in fair condition, has medium levels of tranquillity and is valued at a local scale. Due to fair condition, medium tranquillity and local landscape value this LCA has a medium sensitivity to change.

Figure 2: Coventry Urban Edge LCA Date taken: 13 March 2013. 35mm lens (stitched panorama). (50mm equivalent focal length) (stitched panorama)



## Coventry rural fringe LCA

In spite of the proximity and influence of the urban fringe of Coventry, much of this LCA contains small, irregular fields typically bordered by mature hedgerow trees which create enclosure across the varied and undulating topography. Smaller fields close to housing are often used as paddocks or in low intensity agricultural uses. Narrow, winding rural lanes leading from residential areas are heavily used by commuters. Woodland is present, but not prominent, with the exception of Black Waste Wood to the south of Burton Green and Big Poors Wood to the north.

Incongruous elements include the electricity sub-station and overhead power lines adjacent to the Kenilworth Greenway to the north of Burton Green and Nailcote Hall Golf Course in the neighbouring study area. The Kenilworth Greenway disused line corridor cuts through the landscape and has redefined field patterns which are now long established. It forms a strongly vegetated feature which acts as a visual and physical barrier in many places.

Part of the LCA is located within the adjacent Stoneleigh, Kenilworth and Burton Green study area (CFA18).

### Landscape condition

Areas of open farmland, which remain in productive agricultural use, are generally in good condition and well maintained. Hedgerows, away from the immediate urban edge are well managed and typical of the wider area. Overall the landscape is in fair condition.

### Tranquillity

Local influences on tranquillity include the A452 Kenilworth Road and the Rugby to Birmingham line as well as traffic on the narrow lanes. Sky glow from the adjacent urban areas also influences the landscape character. Overall the LCA tranquillity is medium.

### Landscape value

This LCA is close to and readily accessible from Coventry. Its fair condition and accessibility create local recreation opportunities and it is therefore assessed as being of value at a local level by residents.

### Sensitivity

Due to the fair condition, medium tranquillity and value at a local level, this LCA is assessed as being of medium sensitivity to change.

Figure 3: Coventry Rural Fringe LCA Date taken: 14th June 2012, Canon 550D, 35mm lens (stitched panorama).



## Balsall Common rural LCA

This LCA incorporates the fields adjacent to and around Balsall Common, which are influenced by the settlement but provide an attractive setting to it. It is a small scale farmed landscape with a varied, undulating topography, characterised by an irregular pattern of fields and narrow winding lanes such as Truggist Lane and Baulk Lane. The fields to the east of Barrett's Lane are small and enclosed by mature hedgerow trees. A network of Footpath provides access directly into the landscape.

Incongruous elements include the man-made fishing ponds at Lavender Hall, the sewage works at Barston Lane and the Kenilworth Greenway disused line corridor which cuts through the landscape and has redefined the field patterns. The Rugby to Birmingham line also forms a locally important influence on landscape character, introducing views of railway infrastructure, trains and defining field boundaries.

Part of the LCA is located within the adjacent Stoneleigh, Kenilworth and Burton Green study area (CFA18).

### Landscape condition

The agricultural landscape of pasture and arable fields is well-managed and the associated hedgerows and woodland are in good condition. Hedgerow trees are, in most cases, mature or over-mature with an absence of intermediate aged replacements a noticeable feature. Overall the landscape is in good condition.

### Tranquillity

Local influences on tranquillity include the A452 Kenilworth Road and the Rugby to Birmingham line. To the north of Balsall Common, aircraft approaching Birmingham Airport and light spill from the adjacent urban areas reduces tranquillity. Overall, tranquillity is medium.

### Landscape value

A well-used network of PRoW provides access into this LCA from Balsall Common. The landscape is enjoyed and valued at a borough level.

### Sensitivity

Due to the good condition, medium tranquillity and value at a borough level, this LCA is assessed as being of medium sensitivity to change.

Figure 4: Balsall Common Rural LCA, Date taken: 25th May 2012, Canon 550D, 35mm lens (stitched panorama).



## Balsall Common residential LCA

Balsall Common is a large village characterised by predominantly post-war housing estates with associated facilities such as schools and shops. This has resulted in a series of locally distinctive areas of single age housing clustered around the village centre. Fields, particularly pasture, have been incorporated into the village margins and the village extent is limited by the Rugby to Birmingham line. Long views are also limited with enclosure being derived primarily from built development, which obstructs views and vegetation.

### Landscape condition

Balsall Common is an attractive large village which has developed in response to demand for housing in a rural location close to Birmingham and Coventry. The housing and landscape infrastructure of fields, gardens, roads and public spaces is generally well maintained, of high quality and in good condition. Overall the landscape is in good condition.

### Tranquillity

Tranquillity is degraded in proximity to the A452 Kenilworth Road and the Rugby to Birmingham line but is present elsewhere. Enclosure reduces the extent of influence of these detractors and tranquillity is therefore assessed as medium.

### Landscape value

Balsall Common residential LCA is assessed as being valued at a local level as a result of its rural context and proximity to the countryside coupled with access to urban employment in Birmingham and Coventry. The relationship with the surrounding landscape, for example the retention of large oaks within housing areas and access to the adjacent landscape, is a consistent feature close to residential areas which. The landscape is readily accessible via a network of PRoW.

### Sensitivity

As a result of the good condition, medium tranquillity and value at a local level, the Balsall Common residential LCA is assessed as being of medium sensitivity to change.

Figure 5: Balsall Common Residential LCA, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Blythe valley LCA

The River Blythe meanders through an intermittently narrow valley floor within an indistinct wide valley between the settlements of Meriden and Hampton-in-Arden and their associated ridgelines. The river valley is characterised by the tree lined watercourse and open floodplain pasture meadows. Access to the valley is limited in comparison with the wider landscape, reflected by the reduced number of Footpath. Buildings or man-made structures within the LCA are limited and road corridors cut across the landscape. Hedgerows are largely absent and field boundaries, where present, are formed by post and wire fences.

### Landscape condition

The simple landscape elements of the Blythe Valley LCA are in good condition. The watercourses are natural in form, with the trees apparently self-seeded and the pastures well managed through grazing.

### Tranquillity

Away from highway locations the Blythe Valley LCA is locally tranquil, with activity restricted by access and land use. Locally the LCA is subject to the same influences on tranquillity as the adjacent LCAs, including the A452 Kenilworth Road, which bridges it intermittently, and aeroplane noise on the approach to Birmingham Airport. The overall degree of tranquillity is assessed as medium for this LCA but locally low around Birmingham Airport.

### Landscape value

This LCA contrasts with the more intensively farmed, built-up and enclosed landscape in close proximity. However, as is evident from the distribution of Footpath, opportunities to travel along the valley in close proximity to the watercourse are limited and experiences are therefore often transitory, glimpsed in passing over a road bridge or of a view along the valley from a PRoW or highway external to it. The Blythe Valley LCA is therefore assessed as being of value at a borough/district level.

### Sensitivity

As a result of the good condition, medium tranquillity and value at a borough/district level, the Blythe Valley LCA is assessed as being of high sensitivity to change.

Figure 6: Blythe Valley LCA, Date taken: 26th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Solihull rural heartland LCA

Solihull Rural Heartland LCA has an open rural character, linking it with the wider Warwickshire countryside. It provides a rural setting for long established villages, within a well-wooded farmland landscape. The rolling landform is clothed by small fields, winding lanes and isolated, dispersed hamlets.

Incongruous elements adjacent to and within the LCA include large scale mineral workings (A452 Kenilworth Road at Cornets End) and golf course developments such as Stonebridge Golf Centre and North Warwickshire Golf Club.

Part of the LCA is located within the adjacent Birmingham Interchange and Chelmsley Wood study area (CFA24).

### Landscape condition

The A452 Kenilworth Road, predominantly a dual carriageway in this area, forms a locally degrading highway influence, severing field patterns and cutting across the landform, as well as acting as a physical barrier. However, the open farmland is in good condition and well maintained. Hedgerows and woodland, away from the immediate context of settlements, are well managed and typical of the wider area with little evidence of degradation in the form of poor species composition or gaps. The overall landscape condition is good.

### Tranquillity

Local influences on tranquillity primarily include the A452 Kenilworth Road and the Rugby to Birmingham line as well as aeroplanes on the approach to Birmingham Airport, which locally form a frequent and important influence. Overall the area has a medium tranquillity.

### Landscape value

This LCA is close to and readily accessible from both the Coventry urban area, Solihull and the Birmingham conurbation and, in conjunction with the larger settlements of Balsall Common and Hampton-in-Arden, the villages within the study area, such as Berkswell and Barston, form important dormitory residential locations. Proximity to the urban area increases usage for recreational purposes and retains the essential attractive landscape qualities of the Arden landscape LCA. The area is therefore assessed as being of value at a borough/district level.

### Sensitivity

Due to the good condition, medium tranquillity and value at a borough /district level, this LCA is assessed as being of medium sensitivity to change

Figure 7: Solihull Rural Heartland LCA, Date taken: 25th May 2012, Canon 550D, 35mm lens (stitched panorama).



## Blythe valley parkland farmlands LCA

The Blythe valley parkland farmlands LCA is located to the east and south of Coleshill. This LCA is characterised by the meandering River Blythe, which traverses the broad gently sloping valley. A mix of agriculture, mainly pastoral fields, and former landed estates and deer parks dominate this sparsely settled landscape.

There are only a few hamlets, farmsteads, and a small network of connecting lanes found within this LCA. The urban fringe influence of Birmingham is present at Packington landfill and traffic noise from the M6/A446. Within the LCA the riparian vegetation along the River Blythe and field hedgerows generally create an intimate and contained landscape.

The Proposed Scheme is not located within the Blythe valley parkland farmlands LCA but the study area extends into it.

Part of the LCA is located within the adjacent Birmingham Interchange and Chelmsley Wood study area (CFA24) and Coleshill Junction (CFA19)

### Landscape condition

Despite its proximity to the heavily built up area of the West Midlands conurbation, the LCA generally retains its rural character, with the historic parkland and river valley characteristics still dominating. Golf course development and agricultural intensification have resulted in the loss of meadows, wetland vegetation and hedgerows. Overall, the condition is judged to be good.

### Tranquillity

The limited number of settlements and connecting lanes strongly contribute to the peaceful, undisturbed character of this LCA. Through the introduction of traffic noise, the M6, M6 (Toll) and A446 do provide some urban influence even when they cannot be viewed, reducing the tranquillity of the area to medium.

### Landscape value

There are no landscape related planning designations for this area. However, the area forms part of the green belt designation and is therefore considered to be valued at a regional level.

### Sensitivity

Due to the good condition, medium tranquillity and regional value, this LCA is considered as being of medium sensitivity to change.

Figure 8: Blythe Valley farmland and parkland LCA, Date taken: 19th September 2012. 35mm lens (stitched panorama).



## Hampton- in- Arden residential LCA

Hampton-in-Arden is a medium scale village of largely post mid -19th century brick buildings of character, centred on a medieval church in a conservation area. The outer areas of the village contain substantial detached properties with large gardens. The key characteristics of the Hampton-in-Arden village landscape include: a village centre of church, pub and village shops largely unspoilt by modern development, close access to a network of Footpath through small to medium scale fields, predominantly under pasture and localised long views, from hill top vantage points, over the rural landscape.

The Proposed Scheme will have no direct effect on any of the landscape/townscape components of the Hampton-in-Arden LCA but the study area extends into it.

### Landscape condition

Hampton-in-Arden is an attractive, archetypal English village in which the characteristic elements are of a generally high quality (buildings/gardens /trees) and well maintained to create an attractive environment. The overall landscape condition is good.

### Tranquillity

The principal influences on tranquillity are aircraft approaching Birmingham Airport and trains on the Rugby to Birmingham line which passes through the village. Through traffic is limited in volume and is predominantly for local access. Lighting levels are assessed as being at or below typical suburban levels and not extensive in area. Whilst the detractors are locally noticeable they are not a constant feature and the overall tranquillity of this area is high.

### Landscape value

Hampton-in-Arden residential LCA has a historic village centre encompassed within a conservation area and valued components such as high quality, low density housing, a retained small scale field pattern and gardens and areas of public realm. These factors contribute to an area with county value as the village is of interest to tourists or recreational visitors.

### Sensitivity

Due to the good condition, high tranquillity and county value, this LCA is considered as being of high sensitivity to change.

Figure 9: Hampton- in-Arden Residential LCA, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



## M42 corridor LCA

The M42 and associated infrastructure, traffic noise and movement dominate this LCA. The linear LCA extends a variable distance either side of the M42 and encompasses an enclosed, gently rolling landscape defined by woodland edges, parkland and belts of trees.

Incongruous elements within the highway boundaries include overbridges, highway lighting and occasional road sign gantries. Other elements include landform modification and alignment, which cut across the natural topography and field pattern.

The Proposed Scheme will enter this LCA to the north of the A45 Coventry Road (within the Birmingham Interchange to Chelmsley Wood area (CFA24)) in what is already an urban fringe and highway infrastructure dominated landscape. In this study area (CFA23), the Proposed Scheme lies outside of the M42 Corridor LCA but the LCA extends into the study area.

Part of the LCA is located within the adjacent Birmingham Interchange and Chelmsley Wood study area (CFA24).

### Landscape condition

Although the motorway has resulted in field severance, land without the highway corridor remains a predominantly well managed, agricultural landscape in which the constituent elements of hedgerows, woodland and hedgerow trees are in fair condition. To the north of the A45, influences of land severance and the urban fringe act to marginalise agriculture and have led to a reduction in condition. Overall the condition of the LCA is fair.

### Tranquillity

The principal influence on tranquillity is the M42 itself, although in the section of the LCA north of Hampton-in-Arden the approach of aircraft into Birmingham Airport becomes a predominant influence. Consequently, the LCA is of overall low tranquillity.

### Landscape value

The landscape is in fair condition and, although tranquillity is low, it is a landscape of value at a local level.

### Sensitivity

Due to the fair condition, low tranquillity and value at a local level only, this LCA has a low sensitivity to change.

Figure 10: M42 Corridor LCA, Date taken: 26th May 2012. Canon 550D, 35mm lens (stitched panorama).



## 3 Visual baseline

3.1.1 Descriptions of the identified representative viewpoints are provided below. The viewpoints are shown on Maps LV-03-077b to LV-03-080a and LV-04-077b to LV-04-080a. For each viewpoint, the first part of the baseline description relates to the view during winter, the second part relates to the summer view for viewpoints considered in the operational assessment and, where relevant, the third part relates to the view at night-time.

3.1.2 Photos have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors, no appropriate location from which to capture a representative photo of the view was available, therefore no photo has been included and the assessment has been undertaken based on professional judgement.

3.1.3 The number identifies the viewpoint locations which are shown on Maps LV-03-077b to LV-03-080a. In each case, the middle number (xxx.x.xxx) identifies the type of receptor as follows:

1. Protected views - these relate to those viewpoints, panoramas and viewing corridors that have been designated by local authorities, county councils or other relevant stakeholders. Protected views have a high sensitivity to change. There are no protected views in this study area.
2. Residential views – these have a high sensitivity to change, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as will be the case in predominantly employment or industrial areas).
3. Recreational views – these receptors (apart from those engaged in active sports) generally have a high sensitivity to change, as attention is focused on enjoyment of the landscape. Tourists engaged in activities whereby attention is focused on the surrounding landscape or townscape also have a high sensitivity to change.
4. Transport views - travel through an area is often the means by which the greatest numbers of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people travelling through an area on main roads have a low sensitivity to change, while those on scenic routes have a medium sensitivity. People travelling through urban areas (including pedestrians where the focus is not in recreation) generally have a low sensitivity to change although in residential areas this increases to medium.
5. Hotels and healthcare institutions - people staying in hotels and healthcare institutions have periods of time when their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium sensitivity to change.
6. Employment - people at work and within educational institutions are the least sensitive receptors, as their attention is likely to be focused on their work activity. These receptors have a low sensitivity to change.
7. Active sports - people engaged in active sports have a low sensitivity to change as their attention is likely to be focused on their activity.

3.1.4 None of these receptor types have been identified within the study area or, where present, they have been represented by other viewpoint categories; hotels and healthcare institutions, employment and active sports.

## Viewpoint 283.3.001: View north-east across pastures from Footpath M194

This viewpoint is representative of the view from the Footpath M194 leading from Old Waste Lane looking north-east towards Beechwood Farm.

### Winter

The view is characterised by open pasture enclosed by hedgerow and mature trees in the foreground and middle ground. The vegetation along the line of the Kenilworth Greenway is visible in the background and there are transmission towers and overhead power lines on the horizon. The route will encompass the Kenilworth Greenway corridor

Figure 11: Viewpoint 283.3.001: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the intervening trees and vegetation heavily filter and partially screen views beyond the middle ground.

Figure 12: Viewpoint 283.3.001: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 283.2.002: View north-east across pastures from Millennium Way (Footpath M198) adjacent to residential properties on Old Waste Lane.

This viewpoint reflects the view at ground level from the end of the back gardens of the properties on Old Waste Lane, adjacent to Footpath M198.

### Winter

A small paddock forms the foreground of the view. In the middle ground beyond, overlapping hedgerows with mature trees form successive field boundaries into the distance. The background is formed by the woodland belt along the Kenilworth Greenway disused line corridor, which creates a sense of a well wooded landscape. The route lies approximately 450m away, to the front of the belt of mature trees which on the skyline. Built development is largely absent, with the exception of the agricultural building in the middle ground.

### Summer

In summer, the mature deciduous vegetation in the middle-ground and background further limits long distance views.

### Night-time

At night the area is largely unlit although some light is present from the edge of Balsall Common and from isolated residential properties.

Figure 13: Viewpoint 283.2.002: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 14: Viewpoint 283.2.002: Summer view, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 283.2.003: View north-east across pastures from Footpath M196 adjacent to residential properties on Meeting House Lane.

This viewpoint lies on the eastern edge of Balsall Common, at the rear of properties on Meeting House Lane. It shows the view across essentially flat or gently undulating land forming part of the Arden pastures landscape type<sup>5</sup> which forms part of the setting of Balsall Common.

### Winter

Overlapping field boundaries of sinuous hedgerows with mature oak trees occupy the middle ground into the distance, terminating in the linear woodland associated with the Kenilworth Greenway in the background which runs across the panorama. The route lies in the background, adjacent to and behind the Kenilworth Greenway, at an approximate distance of 900m from the viewpoint to the centre line.

### Summer

In summer dense tree and shrub cover dominates the middle and background, limiting longer views. The view is characterised by densely vegetated field boundaries which overlap and restrict long views over the flat landscape, creating an appearance of a heavily wooded rural context with very few, or limited, built elements.

### Night-time

At night the area is largely unlit although some light is present from the edge of Balsall Common and from isolated residential properties.

Figure 15: Viewpoint 283.2.003: Winter view, Date taken: 12th March 2013. Canon 5d, 50mm lens (stitched panorama).



Figure 16: Viewpoint 283.2.003: Summer view, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



<sup>5</sup> Warwickshire County Council (1993) *Warwickshire Landscapes Guidelines* [online] available at <http://www.warwickshire.gov.uk/landscapeguidelines> (accessed June 2013).

## Viewpoint 284.3.001: View west across Beechwood Farm pastures from Millennium Way (Footpath M198).

This view is from the Footpath M198 adjacent to Beechwood Farm looking west towards the Kenilworth Greenway disused line corridor.

### Winter

Open pasture forms the foreground with a transmission tower prominent in the middle ground in front of a dense hedgerow boundary. The mature vegetation associated with the Kenilworth Greenway disused line corridor is visible above the hedgerow and together create a wooded background. The route will be located behind the hedgerow running parallel to the disused line.

Figure 17: Viewpoint 284.3.001: Winter view, Date taken: 12th March 2013. Canon 5d, 50mm lens (stitched panorama).



### Summer

In summer the dense vegetation heavily filters and partially screens longer distance views beyond.

Figure 18: Viewpoint 284.3.001: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 284.4.002: View south-west across Beechcote pastures from Spencer's Lane

This viewpoint is adjacent to Spencer's Lane, looking south-west over Beechcote pastures.

### Winter

The foreground of the view comprises an open paddock bounded by a hedgerow with small groups of semi-mature and mature deciduous trees in the middle ground which restrict views beyond. In the background transmission towers and overhead power lines are prominent and further woodland screens views towards the settlement of Balsall Common beyond. The route will pass through the landscape beyond the transmission towers in the background, at approximately 800m from this location.

Figure 19: Viewpoint 284.4.002: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the intervening vegetation in the middle ground further screens views of arable farmland and the settlement of Balsall Common beyond.

Figure 20: Viewpoint 284.4.002: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 284.3.003: View south across Truggist Hill Farm pastures from Footpath M191.

This view is from the Footpath M191 by Truggist Hill Farm on Truggist Lane looking south towards the Rugby to Birmingham line.

### Winter

The view is characterised by open pasture in the foreground that is contained by a hedge adjacent to Truggist Lane on the right of the view and a post and wire fence to the farm on the left. The Rugby to Birmingham line is in the middle ground and a catenary is visible crossing the view. On the right of the view, behind the hedge, is Rose Cottage on Truggist Lane. In the background of the view the houses on Station Road in Balsall Common are visible through the trees. The route will be located beyond the Rugby to Birmingham line.

Figure 21: Viewpoint 284.3.003: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer views of the Rugby to Birmingham line and the residential properties in Balsall Common are filtered and partially obscured by intervening vegetation.

Figure 22: Viewpoint 284.3.003: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 284.3.005: View south-west across pastures from Footpath M205.

This viewpoint represents the view from the Footpath M205 off Benton Green Lane looking south-west towards Spencer's Lane. Footpath M205 runs to the immediate right of the view.

### Winter

The view is characterised by rough pasture enclosed by dense, mature hedgerows in the foreground. There are a series of hedgerow boundaries running across the view and views beyond the foreground are not extensive due to the intervening vegetation. The Rugby to Birmingham line is approximately 1km west of this location and the route will be located a further 500m beyond that.

Figure 23: Viewpoint 284.3.005: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the vegetation in the foreground largely obscures views beyond the hedgerow boundary.

Figure 24: Viewpoint 284.3.005: Summer view, Date taken: 14th July 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 284.2.006: View south-west through broken hedgerow from residential properties on Benton Green Lane

This view point represents the view through a gap in the tall hedge which lies to the west of Benton Green Lane, opposite a single row of properties facing west towards the route, which will be located approximately 1350m to the west. The majority of the properties at this location look onto a dense section of tall hedge which obstructs views. The view extends through the foreground hedge, across a pasture to a further dense hedge behind. Successive hedges with mature trees and woodland form a continuously wooded background, obstructing long views.

### Winter

This view is characterised by dense, tall shrubs to the west of Benton Green Lane, with only occasional views through the vegetation.

Figure 25: Viewpoint 284.2.006: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer this is a heavily wooded landscape in which the underlying topography and field pattern is masked by vegetation.

### Night-Time

The view is across an unlit rural landscape with very limited lighting present.

Figure 26: Viewpoint 284.2.006: Summer view, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 285.3.001: View north-east across pastures from junction of Footpath M191 and M196

This viewpoint represents the view looking north-east from the junction between the footpaths which link Berkswell station, Truggist Lane, Waste Lane and Meeting House Lane.

### Winter

The view is characterised by a foreground of open pasture on either side of a hedgerow, which is perpendicular to the mature vegetation and hedgerow which delineates the Kenilworth Greenway disused line corridor in the middle ground. The route will be located behind the disused line and cross the Rugby to Birmingham line in the left of the view.

Figure 27: Viewpoint 285.3.001: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens



### Summer

In summer intervening vegetation heavily filters and partially obscures views of the existing Rugby to Birmingham line and the Kenilworth Greenway disused line corridor.

Figure 28: Viewpoint 285.3.001: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 285.2.002: View north along Ridings Hill from residential properties.

This view point represents the view from the access road to an estate of relatively recently constructed properties on the eastern edge of Balsall Common, at approximately 300m from the viewpoint to the centre line of the route. Dense woodland occupies the middle ground, obstructing views further east and of the Rugby to Birmingham line.

### Winter

This view is characterised by the density of the woodland planting between the road at the eastern edge of Balsall Common and the Rugby to Birmingham line. In winter long views are absent, obstructed by dense maturing woodland in the middle ground which forms a strong visual barrier for this section of the edge of the village.

Figure 29: Viewpoint 285.2.002: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the view is defined by the dense woodland in the middle ground, and the highway and lighting columns in the foreground.

### Night-Time

At night the lighting on the highway in the middle ground and foreground creates a suburban lighting environment, although the background is an unlit rural landscape.

Figure 30: Viewpoint 285.2.002: Summer view, Date taken: 23rd May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 285.2.003: View north-east across pastures from Footpath M196 adjacent to residential properties on Barrett's Lane.

This viewpoint represents the view from the eastern residential edge of Balsall Common, from the rear of properties on Barrett's Lane. It shows the view across essentially flat or gently undulating land forming part of the Arden Pastures landscape type which forms part of the setting of Balsall Common.

### Winter

Overlapping field boundaries of sinuous hedges with mature oak trees occupy the fore and middle ground into the distance, terminating in the linear woodland associated with the Kenilworth Greenway disused line corridor in the background which runs across the panorama. The route will be in the background, adjacent to the Kenilworth Greenway, at approximately 900m distance.

This view is characterised by densely vegetated field boundaries which overlap and restrict long views over the flat landscape, creating an appearance of a heavily wooded rural context with very few, or limited, built elements. Lower voltage electricity lines and poles occupy the foreground and transmission towers with overhead power lines visible in the background.

Figure 31: Viewpoint 285.2.003: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer dense tree and shrub cover dominates the middle and background, obstructing long views.

Figure 32: Viewpoint 285.2.003: Summer view, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



### Night-Time

At night, the view is across an unlit rural landscape with very limited lighting present.

## Viewpoint 286.3.001: View south across Moat House Farm farmland from Footpath M191.

This viewpoint represents the view from the Footpath M191 looking south towards residential properties on Truggist Lane.

### Winter

The view is characterised by arable land in the foreground enclosed by hedgerows with occasional mature trees. There are views to the properties on Truggist Lane in the middle ground, Ram Hall Farm to the right of the view, and in the back ground on rising ground there are views of Berkswell village. The route will be behind the properties on Truggist Lane.

Figure 33: Viewpoint 286.3.001: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer, views of the properties on Truggist Lane and the longer distance views of Berkswell are filtered by intervening vegetation.

Figure 34: Viewpoint 286.3.001: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 286.3.002: View south across Moat House Farm farmland from Footpath M191.

This viewpoint represents the view from Footpath M191 on a field boundary looking west towards properties on Baulk Lane and Ram Hall.

### Winter

The view is characterised by undulating arable land and associated field boundary hedgerows and scattered trees. The foreground comprises a gappy hedgerow and Footpath M191 which extends into the middle ground. The middle ground is comprised of scattered trees in hedgerows forming field boundaries, amongst which properties on Baulk Lane and Ram Hall are located. In the background The Roughs woodland belt along Park Lane and Lavender Hall Lane forms the horizon line. The route will be located 50m beyond the properties on Baulk Lane (measured from the viewpoint to the centre line) to the far left of the image and will continue into the background, approximately half way across the image.

### Summer

In summer, the intervening vegetation including crop growth in the foreground heavily filters views.

Figure 35: Viewpoint 286.3.002: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 36: Viewpoint 286.3.002: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 286.2.003: View south-west across pastures from residential properties on Baulk Lane

This viewpoint represents the view through a gateway on Baulk Lane, adjacent to a group of residential properties looking west towards the route, which will be located at approximately 80m from the viewpoint (measured to the centre line)

### Winter

The view encompasses small scale fields in pasture, which stretch down to the Bayleys Brook running along the minor valley to the east of Balsall Common. The view is rural, comprising a small pasture in the foreground; hedges and hedgerow trees bound this pasture and run across the immediate middle ground, shortening views. In winter, vegetation filters views, including those of the Rugby to Birmingham line overhead line equipment. The route will pass in front of the second line of hedges in the middle ground. This view is characterised by overlapping, small scale field boundaries with mature trees, which create a densely wooded rural panorama.

Figure 37: Viewpoint 286.2.003: Winter view, Date taken: 30th January 2013. Canon 5d, 50mm lens (stitched panorama).



### Summer

In summer, vegetation creates a dense screen which obstructs views of Balsall Common beyond.

### Night-Time

At night, lighting from Balsall Common creates sky glow above the tree line. However, in summer, individual columns are not visible.

Figure 38: Viewpoint 286.2.003: Summer view, Date taken: 23rd May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 286.3.004: View south-west across fields off Baulk Lane from Footpath M191.

This viewpoint represents the view looking south-west towards Lavender Hall from the Footpath M191 off Baulk Lane which runs adjacent to a small watercourse.

### Winter

The view is characterised in the foreground by an arable field bounded by mature trees and vegetation along a small watercourse. There are glimpsed views of Lavender Hall through the trees. The route will be beyond the vegetation in the middle ground of the view. In the background mature trees and shrubs in Balsall Common obscure the majority of buildings due to the density of intervening vegetation.

Figure 39: Viewpoint 286.3.004: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer, the intervening vegetation heavily filters and obscures views beyond the boundary of the arable field in the foreground.

Figure 40: Viewpoint 286.3.004: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 286.3.005: View south-west across farmland from Footpath M207.

This viewpoint represents the view looking south-west from the Footpath M207 which links Spencer's Lane with Broad Lane west of Lower Farm.

### Winter

The view is characterised by open arable fields in the foreground and mature trees and the buildings of Lower Farm in the middle ground. The land then falls away but views of the valley are limited by intervening vegetation and topography. The background of the views appears to be wooded at this distance. The route will be located at just over 1km from the viewpoint, located on lower land, obscured from view by intervening topography and vegetation.

Figure 41: Viewpoint 286.3.005: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the mature trees in the middle ground filter and partially obscure views of the farm buildings and distant views.

Figure 42: Viewpoint 286.3.005: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 286.3.006: View south-west across Ram Hall pastures from Footpath M192.

This viewpoint represents the view looking south-west across Ram Hall pastures towards Lavender Hall Farm from the Footpath M192 which links Baulk Lane to Berkswell.

### Winter

The view is characterised by open pasture with hedgerows in the foreground. Low voltage overhead power lines cross the field. The middle ground is obscured by the foreground topography, which slopes down towards the Bayleys Brook watercourse in the valley. The land in the background rises and Lavender Hall Farm is visible through the trees on the left hand side of the view. The background is predominantly wooded.

Figure 43: Viewpoint 286.3.006: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer, views of Lavender Hall Farm are filtered by the intervening vegetation.

Figure 44: Viewpoint 286.3.006: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 287.3.001: View east across Lavender Hall Park.

This viewpoint represents the view east from the route of Footpath M146a, immediately adjacent to the play area Lavender Hall Park located east of Lavender Hall Lane.

### Winter

The route lies approximately 600 m distant, crossing the panorama from right to left beyond the successive lines of hedgerow and tree cover, which comprise the middle ground. Residential properties on Wilmot Close are evident in the right of the view, although partially obscured by vegetation. Hall Meadow Road and the Rugby to Birmingham line are not perceptible from this location due to a combination of the screening effect of the vegetation and the distance of the view. However, buildings at Lavender Hall Lane Farm are visible within the centre of the background view.

Figure 45: Viewpoint 287.3.001: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

Leaf cover on the intervening hedgerow field boundary treatment and tree cover filter views towards the middle ground and beyond.

Figure 46: Viewpoint 287.3.001: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 287.3.002: View north-east across Grange Farm farmland from Footpath M149.

This viewpoint represents the view from Footpath M149 across arable land to the east of Balsall Common.

### Winter

The view is characterised by arable farmland in the foreground and mature trees and hedgerow in the middle ground. Beyond the trees are the residential properties at the northern end of Balsall Common village. The route will be 1km away, beyond the village, obscured by intervening vegetation.

Figure 47: Viewpoint 287.3.002: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the vegetation screens and filters views of buildings in Balsall Common.

Figure 48: Viewpoint 287.3.002: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 287.4.003: View north across A452 Kenilworth Road from Wootton Lane

This viewpoint represents the view from the junction of A452 Kenilworth Road and Wootton Lane looking east across the A452 Kenilworth Road and Rugby to Birmingham line.

### Winter

The view is characterised by the A452 Kenilworth Road, in the foreground, and the Rugby to Birmingham line in cutting to the rear. The highway partially obstructs views of arable land in the middle ground, containing small groups of semi-mature and mature deciduous trees. The background comprises further woodland which obstructs long views towards distant arable farmland. The route will lie within the middle ground at approximately 350m from the viewpoint (measured from the viewpoint to the centre line).

Figure 49: Viewpoint 287.4.003: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer there is limited vegetation that will obscure the route of the route. The existing transport corridors partly obscure views of the middle ground.

Figure 50: Viewpoint 287.4.003: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 287.2.004: View north-east along Lavender Hall Lane from Lavender Hall residential properties

This panorama illustrates the view from the vicinity of properties at Lavender Hall. Properties either side of Lavender Hall Lane will be offset from the route but have windows orientated towards it. Lavender Hall Lane enters a cutting on rising ground from the valley of the Bayleys Brook, creating steep sided banks either side with mature hedges forming a sunken lane. The view is truncated by the curve of the road and the screening effect of the vegetation. The route will be approximately 75m from the viewpoint (measured to the centre line), crossing the panorama from right to left.

### Winter

This view is characterised by the rural nature of the sunken lane and hedge banks, with a limited distant view towards Berkswell.

Figure 51: Viewpoint 287.2.004: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the dense roadside hedges and trees, forming the boundary to fields and gardens, results in a high degree of enclosure and a focussing of the view along the road.

### Night-Time

The area is largely an unlit rural landscape with Berkswell forming a distant source of light of very limited influence.

Figure 52: Viewpoint 287.2.004: Summer view, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 287.2.005: View east across pasture off A452 Kenilworth Road from Footpath 151a

This panorama records the view eastwards from Footpath 151a in fields to the rear of properties on A452 Kenilworth Road at the northern edge of Balsall Common. The route is approximately 450m distant, beyond the existing Rugby to Birmingham line which runs across the view but is in cutting and not visible. The foreground paddock of rough grassland is edged by scrub which merges visually with tree planting and maturing woodland located to the east of Hallmeadow Road, between it and the railway.

### Winter

This view is characterised by an open foreground and visual obstruction created by the trees and shrubs, both in the field and associated with the strip of planted land between Hallmeadow Road and the Rugby to Birmingham line. Views are truncated by the vegetation.

Figure 53: Viewpoint 287.2.005: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the dominant elements of the view are the foreground paddock and the continuous line of trees and shrubs which restricts views to the middle distance.

### Night-Time

This is a suburban context with lighting from properties and highways influencing the area. However, with the exception of highway lighting along Hallmeadow Road, there are no immediate light sources within the rural landscape beyond.

Figure 54: Viewpoint 287.2.005: Summer view, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 287.2.006: View east across pasture from Grange Road

This view represents a residential view from within Balsall Common and from the Footpath M150 which crosses the paddock in the foreground. The route will be approximately 1.5km distant, crossing the panorama from right to left but separated from the viewpoint by several intervening field boundaries of mature hedges and hedgerow trees as well as intervening residential areas including the housing along the A452 Kenilworth Road, as it leaves Balsall Common. Due to a combination of landform and vegetation there is no inter-visibility at ground level between the viewpoint and the eastern areas of Balsall Common.

### Winter

This view is characterised by gently undulating pasture within a mature hedge and tree covered, small scale landscape. Hedges and trees form the skyline.

Figure 55: Viewpoint 287.2.006: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens



### Summer

In summer the view comprises the pasture of the paddock in the foreground and overlapping hedged field boundaries forming the skyline and background. Views are truncated at approximately zoom from the viewpoint

### Night-Time

Intervening land between this north-western section of Balsall Common and the residential areas along the A452 Kenilworth Road is unlit, but highway and residential lighting on the fringes of the village is present.

Figure 56: Viewpoint 287.2.006: Summer view, Date taken: 14th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 288.3.001: View south-west across Village Farm pasture from Footpath M192

This viewpoint represents the view looking south-west across a small pasture field from Footpath M192 between Berkswell village and Lavender Hall Farm.

### Winter

The foreground and middle ground views are characterised by open pasture enclosed by hedgerows with occasional mature trees. In the background the woodland belt along Lavender Hall Lane obstructs views beyond. The route will be approximately 600m in the distance (measured from the viewpoint to the centre line) beyond the hedge in the middle ground.

Figure 57: Viewpoint 288.3.001: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the mature trees and vegetation filter views to the background and frame views to the middle ground.

Figure 58: Viewpoint 288.3.001: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 288.4.002: View south across Lavender Hall Farm farmland from Park Lane

This viewpoint represents the view from Park Lane looking west towards Balsall Common, across arable land. During construction the viewpoint will lie within land required to construct the Proposed Scheme. Post construction the viewpoint will cease to be publicly accessible due to Park Lane being stopped up apart from access to Final Home.

### Winter

The view is characterised by open, rolling arable farmland in the foreground. Mature deciduous trees form the boundaries and the background, with properties at Lavender Hall visible in the middle ground. The trees in the background and the rising topography restrict views beyond. The route will be located at a distance of approximately 120m from the viewpoint (measured from the viewpoint to the centre line), cutting across the field in the middle ground with no intervening vegetation of screening value present.

Figure 59: Viewpoint 288.4.002: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer there is no intervening vegetation that will obscure the route of the route situated in the middle ground.

Figure 60: Viewpoint 288.4.002: Summer view, Date taken: 23rd May 2012. Canon 550D, 35mm lens (stitched panorama).



### Viewpoint 288.3.003: View west across Berkswell Hall farmland from Millennium Way (Footpath M215)

This viewpoint represents the view from the Millennium Way (Footpath M215) looking west towards the A452 Kenilworth Road.

#### Winter

The view is characterised by gently undulating open arable farmland with occasional scattered mature trees in the foreground and middle ground. In the background of the view on the left hand side is a block of woodland near the Marlowes. The topography to the right falls away and obscures views into the distance over the brow of the rising ground. The route will be located to the rear of the block of woodland on the skyline.

#### Summer

In summer the intervening mature trees and vegetation filter views to the background.

Figure 61: Viewpoint 288.3.003: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 62: Viewpoint 288.3.003: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 289.4.001: View north-east across New Mercote Farm farmland from A452 Kenilworth Road

This viewpoint represents the view from the A452 Kenilworth Road looking north-east towards the route which will be located at approximately 175m in the middle ground (measured from the viewpoint to the centre line), passing to the right hand side of the mature woodland in the left of the view.

### Winter

The middle ground view is formed by arable farmland with small groups of semi-mature and mature deciduous trees partially filtering views to the background. The background comprises further woodland which obstructs views towards further arable farmland. The route will lie within the middle ground.

Figure 63: Viewpoint 289.4.001: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

The view is characterised by a well-managed, highway hedgerow boundary in the foreground. In summer there is limited vegetation in the foreground beyond the hedgerow but a densely vegetated background.

Figure 64: Viewpoint 289.4.001: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 289.3.002: View north-east across Marsh Farm pasture from Footpath M137

This viewpoint represents the view from the Footpath M137 near Marsh Farm looking north-east across the Blythe valley towards Manor Farm and Bradnocks Marsh Lane.

### Winter

The view is characterised by rough, wet grassland pasture divided by timber post and rail fences in the foreground and mature vegetation on the left hand side. A line of mature trees and vegetation crossing the view in the middle ground follows the River Blythe. Glimpsed views of Manor Farm situated on Bradnocks Marsh Lane, on the opposite side of the river, are available. To the left of the view, the topography gently rises in the background where Brooklands Spinney is visible on the horizon. To the right the background is wooded but flatter and the intervening vegetation of the middle ground obscures clear views. The route will be located in the background between the A452 Kenilworth Road and Sixteen Acre Wood, near New Mercote Farm.

### Summer

In summer the intervening vegetation filters and partially obscures views of Manor Farm and the middle ground.

Figure 65: Viewpoint 289.3.002: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 66: Viewpoint 289.3.002: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 290.3.001: View south-east across New Mercote Farm farmland from Millennium Way (Footpath M215)

This viewpoint represents the view from the Millennium Way (Footpath M215) adjacent to the woodland at the Marlowes, looking south-east towards New Mercote Farm.

### Winter

The view is characterised by an open arable field bounded by a hedgerow and a straight footpath on the right hand side. The field rises gently and extends through to the horizon where there is a broken line of mature trees crossing the view. The corner of Sixteen Acre Wood is just visible on the right hand side of the view above the hedgerow. The route will be located within the field, at a distance of approximately 100m (measured from the viewpoint to the centre line).

Figure 67: Viewpoint 290.3.001: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer there is no appreciable difference to the view as a result of established vegetation.

Figure 68: Viewpoint 290.3.001: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 290.2.002: View south along B4102 Meriden Road from Four Oaks Farm

This viewpoint represents the view from the grass verge in front of Four Oaks Farm residential property set on Meriden Road, overlooking farmland enclosed by hedgerows.

### Winter

The view is characterised by B4102 Meriden Road and an associated field boundary hedgerow on the right side of the road and the detached residential property on the left side of the road. The route will be located at an approximate distance of 1.7km at its closest (measured to the centreline). Farm buildings associated with Home Farm are visible above the hedgerow in the background, beyond which there are woodland belts and blocks to the edge of Balsall Common. The overlapping nature of the vegetation creates visual obstruction even in winter.

Figure 69: Viewpoint 290.2.002: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the dominant elements of the view are field boundary hedgerows and scattered trees that filter views to the back ground, in particular to Home Farm. Belts of woodland beyond Home Farm obscure views further.

Figure 70: Viewpoint 290.2.002: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



### Night-Time

At night in there is no street lighting along Meriden Road and minimal light from the single residential property.

## Viewpoint 291.2.001: View north across Bradnocks Marsh Lane/A452 Kenilworth Road roundabout from residences on Bradnocks Marsh Lane

This viewpoint represents the view from the adjacent properties and is therefore included as a residential viewpoint. The roundabout and dual carriageway of the A452 Kenilworth Road form a prominent element in the foreground, with woodland within the Berkswell Estate creating the skyline and backdrop to the view. The route will be located approximately 400m east of this location and will pass through the outer edge of the woodland in the right hand side of the view and cross the panorama.

### Winter

This view is characterised by the dominant highway and associated infrastructure beyond which there is a well wooded, mature rural landscape.

Figure 71: Viewpoint 291.2.001: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer, the highway dominates the foreground with the wooded skyline and distant views of rising land forming a backdrop.

### Night-Time

At night lighting associated with the roundabout and highway creates a lit environment in contrast with the adjacent unlit rural landscape.

Figure 72: Viewpoint 291.2.001: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 291.3.002: View north-east across Marsh Farm farmland from Footpath M135.

This viewpoint represents the view from the Footpath M135 looking north-east across the Blythe Valley towards the existing Rugby to Birmingham line and the A452 Kenilworth Road.

### Winter

The view is characterised by an open arable field in the foreground with a hedge and a timber post and rail fence along the boundary to the left. A line of trees and vegetation crosses the view in the middle ground along the line of the River Blythe. A number of barns are visible through the trees in the middle ground and beyond them is a glimpse of the Rugby to Birmingham line at the Bradnocks Marsh Lane underbridge. The route will be in the Blythe Valley beyond the Rugby to Birmingham line in the wooded background.

Figure 73: Viewpoint 291.3.002: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the intervening vegetation along the watercourse and the line filter and partially obscure views.

Figure 74: Viewpoint 291.3.002: Summer view, Date taken: 23rd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 291.3.003: View north across Marsh Farm pasture from Millennium Way (Footpath M216)

This viewpoint represents the view from a junction of the Millennium Way (Footpath M216 and Footpath M217, south of Marsh Farm, looking north over pastures adjacent to Bayleys Brook (a tributary of the River Blythe).

### Winter

This view is characterised by pasture in the foreground which is bounded by hedges and traversed by a track leading to Marsh Farm. The middle ground of the view is occupied by vegetation along the watercourse. To the right of the view on rising ground away from the watercourse is Coronation Spinney in the background. The route will pass through the middle ground just behind the farm buildings, approximately 150m from the viewpoint location (measured to the centre line).

Figure 75: Viewpoint 291.3.003: Winter view, Date taken: 5th March 2013. Canon 5d, 50mm lens (stitched panorama).



### Summer

In summer there is no appreciable difference to the view as a result of established vegetation.

Figure 76: Viewpoint 291.3.003: Summer view, Date taken: 25th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 291.4.004: View north-east across the A452 Kenilworth Road from Marsh Lane

This viewpoint represents the view from the intersection of Marsh Lane and the A452 Kenilworth Road looking north-east towards Mercote Mill Farm.

### Winter

The view is characterised by the A452 Kenilworth Road in the foreground, which is lined with hedgerows, defining farmland boundaries and the highway boundary. Vegetation in the foreground obscures and filters views through to the mature deciduous trees in both the middle and background. Filtered views of arable farmland, hedgerows and mature trees exist in the background. The route will lie within the middle ground of the view.

Figure 77: Viewpoint 291.4.004: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the vegetation in the foreground largely obstructs long views.

Figure 78: Viewpoint 291.4.004: Summer view, Date taken: 25th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 292.4.001: View west along Mercote Hall Lane from Cornets End Lane

This viewpoint represents the view from road intersection looking west along Mercote Hall Lane, towards the A452 Kenilworth Road.

### Winter

The view is characterised by Mercote Hall Lane travelling west from the foreground to the background, lined with hedgerows and mature hedgerow trees. Mature trees adjacent to Mercote Hall Lane filter and partially obscure views through to the background. The route will be located within the background approximately at a distance of 1.5km (measured from the viewpoint to the centre line).

Figure 79: Viewpoint 292.4.001: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens



### Summer

In summer the vegetation in the foreground obscures and filters views of the background.

Figure 80: Viewpoint 292.4.001: Summer view, Date taken: 25th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 292.3.002: View south-west across farmland adjacent to Mercote Hall Lane from Footpath M217

This viewpoint represents the view from the Footpath M217 adjacent to Mercote Hall Lane looking south-west towards the Cemex Readymix concrete works and Mercote Hill Farm.

### Winter

This view is characterised by an open arable field which extends from the foreground through into the middle ground. The field is bounded by mature trees and earth mounding on the left hand side. The concrete works are visible in the centre of the middle ground and elements of the works can also be seen to the right. On the horizon is a line of transmission towers and overhead power lines. The route will be located approximately 1km from this viewpoint (measured from the viewpoint to the centre line), lying beyond the concrete works. Obscured by intervening vegetation, the route will cross the view in the background.

Figure 81: Viewpoint 292.3.002: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer vegetation filters and partially obscures views of the concrete works and sand and gravel pits.

Figure 82: Viewpoint 292.3.002: Summer view, Date taken: 2nd June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 292.3.003: View south-west across Blythe River Valley from the Millennium Way (Footpath M217)

This viewpoint represents the view from Millennium Way (M217) looking south-west towards Marsh Farm across the Blythe Valley.

### Winter

This view is characterised by wet pasture in the foreground and a path leading to the River Blythe, which is lined by trees and vegetation, in the middle ground. The pasture land rises gently beyond the river to a hedgerow. To the right of the view on the horizon is Marsh Farm. The route will pass across the view in front of the farm but behind the vegetation in the middle ground.

Figure 83: Viewpoint 292.3.003: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the vegetation along the river partially obstructs and filters views of land beyond.

Figure 84: Viewpoint 292.3.003: Summer view, Date taken: 25th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 292.3.004: View west across Mercote Mill Farm farmland from Footpath M218.

This viewpoint represents the view from the Footpath M218 on Mercote Hall Lane at the beginning of the driveway to Mercote Mill Farm, looking west towards the A452 Kenilworth Road and Hampton-in-Arden.

### Winter

This view is characterised by open arable land in the foreground with a woodland edge to the left. The topography of the middle ground slopes away towards the A452 Kenilworth Road which is obscured by intervening landform and vegetation. In the background to the far right of the view is Packington landfill site and then a little further left the chimney stack at the Arden Armac landfill is visible on the horizon. There is a line of transmission towers on the horizon. The route will pass through the field in the foreground about 500m away (measured to the centre line) with no intervening screening by vegetation or landform.

Figure 85: Viewpoint 292.3.004: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer, there is little variance from the winter views due to the absence of intervening vegetation in the middle ground.

Figure 86: Viewpoint 292.3.004: Summer view, Date taken: 25th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 292.3.005: View towards Gravel Pit bund south-west from Millennium Way (Footpath M232)

This viewpoint represents the view from the Millennium Way (Footpath M232) adjacent to the Tarmac Meriden Quarry looking west in the direction of the A452 Kenilworth Road/B4102 Meriden Road junction.

### Winter

This view is characterised by a metal kissing-gate and timber post and wire boundary fence in the foreground with a rough grass bank with individual native shrubs rising up in the middle ground and obscuring views to the background. The route will be located nearly 2km from this viewpoint (measured from the viewpoint to the centre line). The route will be obscured from view by the intervening topography/quarry screening bund.

Figure 87: Viewpoint 292.3.005: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer there is no appreciable difference in the view because of the dominant screen derived from the landform in close proximity

Figure 88: Viewpoint 292.3.005: Summer view, Date taken: 25th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 293.3.001: View north-east across farmland from Footpath M126

This viewpoint represents the view from the Footpath M126 between Marsh Lane and Bellemere Road looking north-east towards residential properties on Bellemere Road and Hook End.

### Winter

This view is characterised by open arable fields in the foreground and large detached residential properties, with gardens containing mature trees and vegetation, in the middle ground. The houses on Bellemere Road are on the left of the view and Hook End is to the right. In the centre there are views of the existing Rugby to Birmingham line with its overhead line equipment and signals. Beyond this are views towards the A452 Kenilworth Road and hills, woodlands and agricultural fields beyond. The route will be approximately 1.5km from this viewpoint (measured from the viewpoint to the centre line) where it will cross the A452 Kenilworth Road in the background, obscured from view by intervening vegetation.

Figure 89: Viewpoint 293.3.001: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the intervening vegetation filters and partially obscures views of the houses on Bellemere Road, Hook End and the existing Rugby to Birmingham line.

Figure 90: Viewpoint 293.3.001: Summer view, Date taken: 25th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 293.4.002: View east across the Blythe Valley from B4102 Meriden Road

This viewpoint represents the view from Patrick Bridge, which carries Meriden Road over the River Blythe looking east towards Patrick Farm in the left hand side of the view.

### Winter

The view is characterised by Patrick Bridge in the foreground. Behind this, pasture adjacent to the River Blythe is enclosed by mature trees with the residential and commercial properties at Patrick Farm in the middle ground. Further mature tree belts form the background on an elevated landform. The route will pass through the middle ground, through the vegetation, approximately 120m from the viewpoint (measured from the viewpoint to the centre line).

Figure 91: Viewpoint 293.4.002: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer there is no vegetation that will obscure the route, which will be situated in the middle ground.

Figure 92: Viewpoint 293.4.002: Summer view, Date taken: 25th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 293.4.003: View north across Blythe Valley from B4102 Meriden Road

This viewpoint represents the view from Patrick Bridge on Meriden Road looking north along the Blythe Valley towards the A452 Kenilworth Road.

### Winter

The view is characterised by the River Blythe running through arable farmland and meadow grazing land in the foreground, interspersed with semi mature trees. A hedgerow delineates the pasture in the foreground and the middle ground, comprising arable farmland. There are clear views through to the background of mature trees creating a wooded landscape. The route will pass through the middle ground, across the view, at approximately 150m at the closest point (measured from the viewpoint to the centre line).

Figure 93: Viewpoint 293.4.003: Winter view, Date taken: 12th March 2013. Canon 5d, 50mm lens (stitched panorama).



Figure 93: Viewpoint 293.4.003: Winter view, Date taken: 12th March 2013. Canon 5d, 50mm lens (stitched panorama).

### Summer

In summer the limited vegetation in the foreground will not restrict views of the route which will be elevated over the river valley at this point.



## Viewpoint 293.2.004: View north-east across Hampton-in-Arden pasture from Footpath M128 at the rear of residential properties on Bellemere Road.

This viewpoint represents the view from Footpath M128 to the rear of properties on Bellemere Road on the south-eastern boundary of the village of Hampton-in-Arden.

### Winter

The route will be approximately 1km away (measured from the viewpoint to the centre line), beyond the elevated section of the Rugby to Birmingham line which runs across the panorama. The view is predominantly rural comprising a meadow in the foreground, vegetation on the Rugby to Birmingham line embankment and woodland in the left hand side of the view. Marsh Lane runs along the base of the line embankment and is just visible in the middle ground. The line infrastructure overhead line equipment is visible on the skyline, and periodically trains are visible cutting across the view.

Figure 95: Viewpoint 293.2.004: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer dense vegetation forms a continuous barrier on the skyline across the full width of the panorama.

Figure 96: Viewpoint 293.2.004: Summer view, Date taken: 30th June 2012. Canon 550D, 35mm lens (stitched panorama).



### Night-Time

This view is over an unlit rural landscape with very limited light sources in front of the viewer and a lit, village environment to the rear.

## Viewpoint 293.3.005: View east across Hampton-in-Arden pasture from Footpath M128

This viewpoint represents the view from the Footpath M128 between Marsh Lane and Bellemere Road looking east towards the residential properties on Bellemere Road.

### Winter

This view is characterised by rough pasture fringed by hedgerows and trees in the foreground. The middle ground is occupied by large detached and semi-detached properties with large gardens on Bellemere Road. The existing Rugby to Birmingham line is behind these properties but screened from view by the intervening buildings and vegetation. The background of the view is dominated by trees including Siden Hill Wood. The route will be over 1km away (measured from the viewpoint to the centre line) and views of the Proposed Scheme will be obscured by intervening vegetation.

Figure 97: Viewpoint 293.3.005: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the intervening vegetation filters and partially obscures views of the houses on Bellemere Road.

Figure 98: Viewpoint 293.3.005: Summer view, Date taken: 25th June 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 294-4-001: View south-west across Hornbrook Farm pasture from Cornets End Lane

This viewpoint represents the view from Cornets End Lane looking south-west across Hornbrook Farm and the adjoining pasture.

### Winter

The view is characterised by the buildings of Hornbrook Farm and the grazing land in the foreground adjacent to Cornets End Lane. The verge to Cornets End Lane comprises wooden fencing and limited low level vegetation. In the middle ground a line of scattered mature trees partially obscures views of the background. The ground rises towards the background and substantially screens the A452 Kenilworth Road, although a small section can be seen through the vegetation in the middle ground. The route will be at a distance of approximately 650m beyond the A452 Kenilworth Road (measured from the viewpoint to the centre line).

Figure 99: Viewpoint 294.4.001: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the route of the route will be obscured by the undulating landform and the intermittent vegetation that creates the background.

Figure 100: Viewpoint 294.4.001: Summer view, Date taken: 25th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 295.3.001: View east across the Blythe Valley from Footpath M118

This viewpoint represents the view looking north-east across the Blythe Valley from the Footpath M118 where it meets Meriden Lane. The Proposed Scheme will be at a distance of approximately 170m from the viewpoint (measured from the viewpoint to the centre line).

### Winter

This view is characterised by open pasture, with the propensity to flood as shown in the winter view, enclosed by a mixture of low post and wire fencing and hedgerows with mature trees. Buildings associated with Patrick Farm lie beyond the trees.

Figure 101: Viewpoint 295.3.001: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the vegetation screens and filters views of buildings at Patrick Farm.

Figure 102: Viewpoint 295.3.001: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 295.3.002: View north-east across farmland adjacent to Diddington Lane from Footpath M115

This viewpoint represents the view looking north-east from Footpath M115 across Shadow Brook towards Diddington Hall; a Grade II\* listed building housing a school for children with autism.

### Winter

This view is characterised by arable farmland in the foreground and mature trees and hedgerows in the middle ground along Diddington Lane. The detached residential properties form the northern extent of Hampton-in-Arden village along Diddington Lane. In the background a dense line of vegetation follows Shadow Brook which is a tributary of the River Blythe. The vegetation screens Diddington Hall from view. The route will lie approximately 1km in the distance, to the rear of the properties, running right to left, beyond the village's northern boundary.

Figure 103: Viewpoint 295.3.002: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the vegetation will filter and partially obscure views of the route.

Figure 104: Viewpoint 295.3.002: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 295.2.003: View north-east across Mouldings Green Farm farmland from residential properties on Diddington Lane

This viewpoint represents the view from residential properties on Diddington Lane, on the perimeter of Hampton-in-Arden, looking north-east.

### Winter

The view is characterised by the panoramic long distance views from the residential properties. The view of the foreground is of arable farmland which undulates through the middle ground into the background. The background is formed of small sections of mature trees and predominantly by the rising hills and woods. Little Dayhouse Wood and Harding's Wood are located to the north-east. The route will be visible in the middle ground with minimal intervening vegetation or landform.

Figure 105: Viewpoint 295.2.003: Winter view, Date taken: 12th March 2013. Canon 5d, 50mm lens (stitched panorama).



### Summer

In summer views there is minimal intervening vegetation or landform between the viewpoint and the route.

### Night-Time

At night the area is largely unlit with lighting emitted from the residential properties and from the limited number of lighting columns that run along Diddington Lane.

Figure 106: Viewpoint 295.2.003: Summer view, Date taken: 24th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 296.2.001: View west along B4102 Meriden Road from Patrick Farm

This viewpoint represents the view from the pavement adjoining Meriden Road looking west.

### Winter

The view is characterised by the residential/commercial property of Patrick Farm in the immediate foreground, with arable farmland located in both the foreground and middle ground. The middle ground is defined by the interspersed line of mature trees, which delineates the course of the River Blythe. These trees restrict long views towards Hampton-in-Arden in the background. The route will cross the road perpendicularly in the middle ground at approximately 100m from the viewpoint (measured to the centre line).

### Summer

In summer the intervening vegetation lightly filters and partially obscures views of the River Blythe and Hampton-in-Arden in the background.

### Night-Time

At night the immediate area is unlit, with only residual light emitted from the adjoining residential properties but the distant low key lighting of Hampton-in-Arden is present in the panorama.

Figure 107: Viewpoint 296.2.001: Winter view, Date taken: 30th January 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 108: Viewpoint 296.2.001: Summer view, Date taken: 25th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 296.4.002: View west across A452 Kenilworth Road roundabout from Hampton Lane

This viewpoint represents the view from the approach to the A452 Kenilworth Road roundabout from Hampton Lane looking west towards Meriden Road and the settlement of Hampton-in-Arden.

### Winter

The view is characterised by the roundabout intersection located on the A452 Kenilworth Road, with the roads enclosed with grass verges and mature tree planting in the foreground. This vegetation obscures and provides filtered views towards the middle and background.

### Summer

In summer the vegetation in the foreground will obscure views of the background and the route, which is at a distance of approximately 750m (measured from the viewpoint to the centre line).



Figure 109: Viewpoint 296.4.002: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 110: Viewpoint 296.4.002: Summer view, Date taken: 25th May 2012. Canon 550D, 35mm lens (stitched panorama).

## Viewpoint 297.3.001: View north-east across farmland from Footpath M108

This viewpoint represents the view from the Footpath M108 along the disused line running north from Hampton-in-Arden towards the A45.

### Winter

This view is characterised by a hedgerow in the immediate foreground behind which a farmland meadow undulates with the landform rising to the background. The background is formed by a mixture of semi-mature and mature trees and hedgerows. The route will lie approximately 900m from the viewpoint, obscured by intervening vegetation and landform.

### Summer

In summer views are confined within the immediate area due to the nature of the landform and vegetation.

Figure 111: Viewpoint 297.3.001: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 112: Viewpoint 297.3.001: Summer view, Date taken: 30th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 297.3.002: View north-east across Armac Yard landfill from Footpath M108

This viewpoint represents the view from the Footpath M108, along the disused line running north from Hampton-in-Arden, looking north-east across the landfill and quarry void associated with the former Arden Brickworks towards the A45. The site is now operated as the Armac Yard landfill.

### Winter

This view is characterised by the trees adjacent to Footpath M108 in the immediate foreground, providing focused and heavily filtered views through to the middle ground of the landfill/brickworks void. In the background a number of mature tree lines amalgamate to form a partial screen offering filtered views of agricultural land beyond, within which the route will be located at approximately 450m from the viewpoint.

### Summer

In summer the amalgamation of the mature tree boundaries in the background obscures further views to the north-east.

Figure 113: Viewpoint 297.3.002: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



Figure 114: Viewpoint 297.3.002: Summer view, Date taken: 30th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Viewpoint 298.3.001: View north-west across farmland from Footpath M114

This view is from the Footpath M114 from Diddington Lane, looking north-west towards the Armac Yard landfill site and Diddington Hill.

### Winter

This view is characterised by open arable land in the foreground enclosed by hedgerows with occasional mature trees. A power line crosses the fields in the middle ground and in the back ground on rising ground there are views of the chimney stack at the former Arden Brickworks, now the Armac Yard landfill. The route will cross the farmland in the middle distance at 200m from the viewpoint.

Figure 115: Viewpoint 298.3.001: Winter view, Date taken: 31st January 2013. Canon 350D, 50mm lens (stitched panorama).



### Summer

In summer the crops obscure the landform in the foreground and views towards the Armac Yard landfill are filtered by intervening vegetation.

Figure 116: Viewpoint 298.3.001: Summer view, Date taken: 30th May 2012. Canon 550D, 35mm lens (stitched panorama).



## Part 3 – Assessment matrices

### 1 Landscape assessment matrix

Table 2 summarises the assessment of significance for all the LCAs identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2. Non-significant effects (minor or negligible) are summarised in Part 4 of this volume. For some LCAs it has been identified that no further assessment is required in one of the assessment years. This is on the basis that, through application of professional judgement, it has been determined that no significant effects will occur and therefore no further assessment has been undertaken.

Table 2: Landscape assessment matrix

Landscape character area	Construction	Operation year one	Operation year 15	Operation year 60
Stoneleigh Parklands LCA	Moderate adverse***	Moderate adverse***	Moderate adverse***	Moderate adverse***
Coventry urban edge LCA	Minor adverse	Minor adverse	Negligible	Negligible
Coventry rural fringe LCA	Minor adverse	Moderate adverse***	Moderate adverse***	Moderate adverse***
Balsall Common rural LCA	Major adverse	Moderate adverse	Moderate adverse	Minor adverse
Balsall Common residential LCA	Minor adverse	Minor adverse	Negligible	No further assessment required
Blythe valley LCA	Major adverse	Major adverse	Major adverse	Major adverse
Solihull rural heartland LCA	Moderate adverse	Moderate adverse	Moderate adverse*	Moderate adverse*
Blythe valley parkland farmlands LCA	Minor adverse**	Minor adverse**	Minor adverse**	Negligible **
Hampton-in-Arden residential LCA	Moderate adverse	Moderate adverse	Minor adverse	No further assessment required
M42 corridor LCA	Moderate adverse	Moderate adverse*	Moderate adverse*	Moderate adverse*

\* Due to effects in CFA24

\*\* Due to effects in CFA24/CFA19

\*\*\*Due to effects in CFA18.

## 2 Visual assessment matrix

2.1.1 Table 3 below summarises the assessment of significance for all the representative viewpoints identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2. Non-significant effects (minor or negligible) are summarised in Part 4 of this volume. For some viewpoints it has been identified that no further assessment is required in one of the assessment years/seasons. This is on the basis that, through application of professional judgement, it has been determined that no significant effects would occur and therefore no further assessment has been undertaken. The night time assessment has only been undertaken for residential receptors with a view of proposed continuous lighting during either construction or operation.

Table 3: Schedule of non-significant visual effects during construction

Viewpoints		Construction		Operation year one			Operation year 15	Operation year 60
		Winter	Night-Time	Winter	Summer	Night-Time	Summer	Summer
283.3.001:	View north-east across pastures from Footpath M194	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	No further assessment required
283.2.002:	View north-east across pastures from Millennium Way (Footpath M198) adjacent to residential properties on Old Waste Lane.	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Negligible
283.2.003:	View north-east across pastures from Millennium Way (Footpath M196) adjacent to residential properties on Meeting House Lane.	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	No further assessment required
284.3.001:	View west across Beechwood Farm pastures from Millennium Way (Footpath M198).	Moderate adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Moderate adverse	Moderate adverse
284.4.002:	View south-west across Beechcote pastures from Spencer's Lane	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	Negligible
284.3.003:	View south across Truggist Hill Farm pastures from Footpath M191.	Major adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Negligible
284.3.005:	View south-west across pastures from Footpath M205.	No further assessment required						
284.2.006:	View south-west through broken hedgerow from residential receptors on Benton Green Lane	Negligible adverse	No further assessment required					
285.3.001:	View north-east across pastures from junction of Footpath M191 and M196	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Minor adverse	No further assessment required
285.2.002:	View north along Ridings Hill from residential receptors.	Moderate adverse	No further assessment required					
285.2.003:	View north-east across pastures from Footpath M196 adjacent to residential properties on Barrett's Lane.	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	Negligible
286.3.001:	View south across Moat House Farm farmland from Footpath M191.	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	No further assessment required
286.3.002:	View south across Moat House Farm farmland from Footpath M191.	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Negligible
286.2.003:	View south-west across pastures from residential properties on Baulk Lane	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Moderate adverse

Viewpoints		Construction		Operation year one			Operation year 15	Operation year 60
		Winter	Night-Time	Winter	Summer	Night-Time	Summer	Summer
286.3.004:	View south-west across fields off Baulk Lane from Footpath M191.	Major adverse	No further assessment required	Major adverse	Moderate adverse	No further assessment required	Moderate adverse	Minor adverse
286.3.005:	View south-west across farmland from Footpath M207.	Negligible	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
286.3.006:	View south-west across Ram Hall pastures from Footpath M192.	Moderate adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	No further assessment required
287.3.001:	View east across Lavender Hall Park.	Minor adverse	No further assessment required					
287.3.002:	View north-east across Grange Farm farmland from Footpath M149.	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
287.4.003:	View north across A452 Kenilworth Road from Woottton Lane	Moderate adverse	No further assessment required	Moderate adverse	Minor adverse	No further assessment required	Negligible	No further assessment required
287.2.004:	View north-east along Lavender Hall Lane from Lavender Hall residential properties	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Minor adverse
287.2.005:	View east across pasture off A452 Kenilworth Road from Footpath 151a	Negligible	No further assessment required					
287.2.006:	View east across pasture from Grange Road	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
288.3.001:	View south-west across Village Farm pasture from Footpath M192	Minor adverse	No further assessment required	Minor adverse	Minor adverse		Negligible	Negligible
288.4.002:	View south across Lavender Hall Farm farmland from Park Lane	N/A - access restricted during construction and viewpoint ceases to be accessible thereafter.	No further assessment required					
288.3.003:	View west across Berkswell Hall farmland from Millennium Way (Footpath M215)	Minor adverse	No further assessment required					
289.4.001:	View north-east across New Mercote Farm farmland from A452 Kenilworth Road	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	No further assessment required
289.3.002:	View north-east across Marsh Farm pasture from Footpath M137	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
290.3.001:	View south-east across New Mercote Farm farmland from Millennium Way (Footpath M215)	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Negligible	Negligible
290.2.002:	View south along Meriden Road from Four Oaks Farm	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
291.2.001:	View north across A452 Kenilworth Road/Bradnocks Marsh roundabout from residences on Bradnocks Marsh Lane	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	No further assessment required
291.3.002:	View north-east across Marsh Farm farmland from Footpath M135.	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	No further assessment required

Viewpoints		Construction		Operation year one			Operation year 15	Operation year 60
		Winter	Night-Time	Winter	Summer	Night-Time	Summer	Summer
291.3.003:	View north across Marsh Farm pasture from Millennium Way (Footpath M216)	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
291.4.004:	View north-east across the A452 Kenilworth Road from Marsh Lane	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Negligible
292.4.001:	View west along Mercote Hall Lane from Cornets End Lane	Minor adverse	No further assessment required	Minor adverse	Negligible	No further assessment required	Negligible	Negligible
292.3.002:	View south-west across farmland adjacent to Mercote Hall Lane from Footpath M217	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Negligible
292.3.003:	View south-west across Blythe River Valley from the Millennium Way M217	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
292.3.004:	View west across Mercote Mill Farm farmland from Footpath M218.	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Minor adverse
292.3.005:	View towards Gravel Pit bund south-west from Millennium Way (Footpath M232)	No further assessment required						
293.3.001:	View north-east across farmland from Footpath M126	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	No further assessment required
293.4.002:	View east across the Blythe Valley from Meriden Road	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
293.4.003:	View north across the Blythe Valley from Meriden Road	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
293.2.004:	View north-east across Hampton-in-Arden pasture from Footpath M128 at the rear of residential properties on Bellemere Road.	Minor adverse	No further assessment required					
293.3.005:	View east across Hampton-in-Arden pasture from Footpath M128	No further assessment required						
294.4.001:	View south-west across Hornbrook Farm pasture from Cornets End Lane	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	No further assessment required
295.3.001:	View east across the Blythe Valley from Footpath M118	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
295.3.002:	View north-east across farmland adjacent to Diddington Lane from Footpath M115	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Minor adverse	Negligible
295.2.003:	View north-east across Mouldings Green Farm farmland from residential properties on Diddington Lane	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Moderate adverse	Minor adverse
296.2.001:	View west along Meriden Road from Patrick Farm	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
296.4.002:	View west across A452 Kenilworth Road roundabout from Hampton Lane	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Negligible	No further assessment required
297.3.001:	View north-east across farmland from Footpath M108	Minor adverse	No further assessment required					

Viewpoints		Construction		Operation year one			Operation year 15	Operation year 60
		Winter	Night-Time	Winter	Summer	Night-Time	Summer	Summer
297.3.002:	View north-east across Armac Yard landfill from Footpath M108	Negligible	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	No further assessment
298.3.001:	View north-west across farmland from Footpath M114	Major adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Negligible	Negligible

# Part 4 – Schedule of non-significant effects

## 1 Temporary effects arising during construction

1.1.1 Due to the scale of the construction activities, works will be highly visible in many locations and will have the potential to give rise to significant effects that cannot be mitigated. This is commonplace with construction of major infrastructure projects, but it should be noted that these effects are temporary in nature and relate to the peak construction phase. Effects during other phases of works are likely to be less due to a smaller amount of construction equipment being required at the time and a reduced intensity of construction activity.

### 1.2 Landscape assessment

1.2.1 Table 4 below summarises the assessment for all the LCAs identified within the study area, which are considered to experience non-significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme.

Table 4: Schedule of non-significant landscape effects during construction

Landscape character area	Description of effect
Stoneleigh parklands LCA	In CFA23 effects on this character area would be of negligible magnitude and negligible significance. However, in Stoneleigh, Kenilworth and Burton Green area (CFA 18) the character of this area would be substantially altered through the removal of vegetation and the introduction of new infrastructure. Therefore, due to the changes in setting within this CFA and the changes in character described in CFA 18, the magnitude of change is considered to be medium. The medium magnitude of change, assessed alongside the medium sensitivity of the character area, will result in a moderate adverse effect in CFA18 and the LCA as a whole. The assessment of effects is described in CFA 18 Volume 2.
Coventry urban edge LCA	The construction elements will be situated in a localised section of the LCA, which is likely to enable local enclosure to the works, with construction plant including cranes constructing the Burton Green portal. Therefore, it is considered that the tranquillity will be discernibly adversely affected at a local level. This is considered to result in a minor loss to one or more of the key characteristics of the LCA. Therefore, the magnitude of change is considered to be low.  The low magnitude of change assessed alongside the medium sensitivity of the character area will result in a minor adverse effect due to the construction elements being at slight variance to the LCA.
Coventry rural fringe LCA	In this LCA the route will closely follow the alignment of the disused railway line, now heavily wooded, which has become part of the Kenilworth Greenway. The route will enter the LCA to the north of the former railway bridge on Cromwell Lane and will exit it at Waste Lane.  Construction will involve removal of mature trees along the Kenilworth Greenway, to the rear of properties at Hodgett's Lane. The route will be within a tunnel at this point, until clear of the northern most properties in Burton Green. Some hedgerows in fields adjacent to the Kenilworth Greenway will be removed to provide access along the route but field severance will be limited given the route follows a former railway. The formation of earthworks and the presence and operation of cranes, vehicles, machinery will be locally prominent. The extent of the direct impacts within the LCA will be localised. The construction will introduce vehicles and activity, temporarily reducing tranquillity.  These impacts will be locally intense but within the wider Coventry rural fringe LCA will represent a low magnitude of change. Assessed alongside the medium sensitivity of the character area, this will result in a minor adverse effect.
Balsall Common rural LCA	Construction effects are considered to be significant and are considered in Volume 2.
Balsall Common residential LCA	The land required to construct the Proposed Scheme lies outside this LCA and therefore no landscape elements will be directly affected or removed. Impacts on the setting and tranquillity of the LCA will therefore be indirect relating to inter-visibility with between the LCA and construction activities in neighbouring areas. Indirect impacts may also occur as a result of construction traffic and temporary road closures or diversions.  The magnitude of change is therefore low. The low magnitude, which assessed alongside the medium sensitivity of the character area, will result in a minor adverse effect on the LCA during construction.
Blythe valley LCA	Construction effects are considered to be significant and are considered in Volume 2.
Hampton-in-Arden Residential LCA	Construction effects are considered to be significant and are considered in Volume 2.
Blythe valley parkland farmlands LCA	In CFA23 this LCA lies outside of the land required to construct the Proposed Scheme although road construction will occur adjacent to it to associated with the A452 Kenilworth Road works at Stonebridge. No significant landscape elements of the LCA will be directly affected. There will be barely perceptible indirect impacts on the setting of the LCA will result from inter-visibility with construction activities in neighbouring areas.  There will be no perceptible change to tranquillity.  In CFA23 construction will result in a negligible magnitude of change to a LCA of medium sensitivity, which will lead to a negligible effect on the LCA during construction.  However, for the LCA as a whole, taking effects in CFA24 into account, the effect during construction will be of low magnitude and minor significance.

## M42 corridor LCA

In CFA23 this LCA lies outside of the land required to construct the Proposed Scheme and consequently no landscape elements of the LCA will be directly affected. Changes to the setting of the LCA will therefore be indirect, resulting from inter-visibility with highway construction and the prominence of tall cranes on the skyline. Given the distance from construction activities, there will be no perceptible change to tranquillity. The overall negligible magnitude of change to landscape character coupled with the low sensitivity of the character area will result in a negligible effect on the LCA during construction.

However in CFA24, and therefore for the LCA as a whole, effects on the LCA are significant as described in Volume 2: Appendix LV-001-024.

## 1.3 Visual assessment

1.3.1 Table 5 below summarises the assessment for all the representative viewpoints identified within the study area, which are considered to experience non-significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2. The construction assessment has been undertaken during winter, in line with best practice guidance, to ensure a robust assessment. However, in some cases, visibility of construction activities may be reduced during summer when vegetation, if present in a view, will be in leaf.

Table 5: Schedule of non-significant visual effects during construction

Viewpoint	Description of effect
Viewpoint 283.3.001: View north-east across pastures from Footpath M194	<p>The Proposed Scheme will be approximately 550m away, parallel to but just behind the Kenilworth Greenway which will screen views of the route on a 9m high embankment. Vegetation in the middle ground will be retained and assist in screening views. Visual impacts during construction will include: removal of trees and woodland in the background, construction of the route parallel to the Kenilworth Greenway, centrally within the view but substantially screened in the background and the presence of earthworks, vehicles and plant including cranes in the background.</p> <p>Given the retention of intervening vegetation and the distance from the viewpoint the primary impacts will result from the removal of vegetation in the background and glimpses of vehicles and construction plant in the background of the view. These changes will be of low magnitude, which coupled with the high sensitivity of the viewpoint will result in a minor significance adverse effect.</p>
Viewpoint 283.2.003: View north-east across pastures from Millennium Way (Footpath M196) adjacent to residential properties on Meeting House Lane.	Visual impacts of construction will be limited to glimpses of the upper sections of machinery above or between the trees. The magnitude of change in the view will be negligible. Given the high sensitivity of the receptor and negligible magnitude of change the overall visual effect during construction will be of negligible significance.
Viewpoint 284.3.005: View south-west across pastures from Footpath M205.	The Proposed Scheme will lie approximately 1.4km from the viewpoint, and will be entirely screened by the substantial intervening vegetation in the middle ground, which will be retained. Therefore, there will be no view of construction activity and no change in the view.
Viewpoint 285.3.001: View north-east across pastures from junction of Footpath M191 and M196	Refer to Volume 2 for description of significant effects.
Viewpoint 285.2.002: View north along Ridings Hill from residential receptors.	Refer to Volume 2 for description of significant effects.
Viewpoint 285.2.003: View north-east across pastures from Footpath M196 adjacent to residential properties on Barrett's Lane.	<p>The Proposed Scheme will lie in the background of the view, adjacent to the disused railway, approximately 900m away. The removal of trees along the disused railway will be apparent but views of construction will be limited to the upper sections of machinery glimpsed above and through dense intervening hedgerows and trees. The magnitude of the change to the view will be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p> <p>At night, the use of lighting to construct the scheme will be prominent. The low magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p>
Viewpoint 284.4.002: View south-west across Beechcote pastures from Spencer's Lane.	Views towards this section of the route will include the construction of earthworks approximately 10m above the existing rail level at this location. Tall cranes and plant, associated with the construction of the Carol Green Rail underbridge, will protrude above hedgerow and scattered woodland in the foreground and middle ground. However, these activities will be seen beyond the network of large and more visually dominant electricity transmission towers in the middle ground. Where visible, construction activity will form only a small component in the background of the view. Therefore, the magnitude of change is considered to be low. The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effects.
Viewpoint 284.2.006: View south-west through broken hedgerow from residential receptors on Benton Green Lane.	<p>The Proposed Scheme will be approximately 1.4km distant from this viewpoint behind successive hedgerows with mature trees and woodland which obstructing long views. Any adverse impacts arising from construction will therefore be limited to the upper sections of the tall cranes and plant required for the major infrastructure elements of the route such as the Carol Green Rail underbridge, seen from upper storeys. Overall any construction impacts are likely to result in a negligible magnitude change in the view. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p> <p>Lighting associated with the construction will be a distant element seen against the backdrop of light emissions from residential areas of Balsall Common and be of negligible magnitude. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p>
Viewpoints 286.3.001 and 286.3.002: Views south across Moat House Farm farmland from Footpath M191	Refer to Volume 2 for description of significant effects.
Viewpoint 286.2.003: View south-west across pastures from residences on Baulk Lane	Refer to Volume 2 for description of significant effects.
Viewpoint 286.3.004: View south-west across fields off Baulk Lane from Footpath M191.	Refer to Volume 2 for description of significant effects.

Viewpoint 286.3.005: View south-west across farmland from Footpath M207.	<p>The route lies just over 1km away, obscured from view by intervening topography and vegetation. The foreground woodland and topography obstructs views of the site although the top of woodland within lower land around Balsall Common, and north of it, is visible in the background. Tall construction plant within the land required to construct the proposed scheme, such as 40m high cranes required to construct the Balsall Common viaduct in the left and centre of the view may be visible above the tree line and potentially on the skyline. Other elements of the construction such as vehicles, vegetation loss and earthworks will not be visible in summer due to intervening landform and vegetation, including the crop in the foreground field.</p> <p>Overall the change in the nature of the views will be of negligible magnitude.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p>
Viewpoint 286.3.006: View south-west across Ram Hall pastures from Footpath M192	Refer to Volume 2 for description of significant effects.
Viewpoint 287.3.002: View north-east across Grange Farm farmland from Footpath M149.	<p>The Proposed Scheme will be 1km away, beyond the northern section of Balsall Common, and is obscured by intervening vegetation. The route is within cutting across the panorama and machinery required during construction will not exceed 15m in height.</p> <p>Given the distance from the viewpoint, the topography and the retention of intervening vegetation there will be no view of any of the construction activity and no change in the view.</p>
Viewpoint 287.2.005: View east across pasture off A452 Kenilworth Road from Footpath 151a.	<p>This viewpoint is to the rear of properties on Kenilworth Road approximately 450m from the site. All of the middle distance vegetation will be retained and changes to the view during the construction period will be confined to potential visibility of the upper section of machinery (up to 15m height) above or within the trees and potential glow from construction lighting, although this will occur within the foreground context of an already lit environment.</p> <p>The change to the view during construction will be of negligible magnitude, which combined with the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p>
Viewpoint 287.2.006: View east across pasture from Grange Road.	The route lies approximately 1450m distant and, due to a combination of landform and vegetation providing screening combined with the construction works within the panorama being in cutting and without any construction plant above 15m in height, there will be no view of any elements of the construction activity and no change in the view.
Viewpoint 287.4.003: View north across the A452 Kenilworth Road from Wootton Lane	Refer to Volume 2 for description of significant effects.
Viewpoint 288.3.001: View south-west across Village Farm pasture from Footpath M192.	<p>The Proposed Scheme is in cutting across this panorama, located approximately 600m distant from the viewpoint, to the rear of the woodland in the background. The width of the panorama does not include any viaducts or other significant structures and construction machinery will therefore be limited to a maximum height of 15m.</p> <p>The viewpoint is at approximately 115m above ordnance datum (AOD) with the track level across the panorama being at approximately 103m AOD. Taking the retention of existing vegetation into account, and distance, any visibility of construction activity will be limited to the left hand side of the view and comprise occasional views of the upper section of machinery. At night the area is currently not lit so lighting from construction will be visible.</p> <p>Given the factors outlined above the visual effect is judged to be of negligible magnitude. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p>
Viewpoint 288.3.003: View west across Berkswell Hall farmland from Millennium Way (Footpath M215).	<p>The Proposed Scheme is in cutting across this panorama, located approximately 400m distant from the viewpoint, to the rear of the woodland and landform in the background. The width of the panorama does not include any viaducts or other prominent structures and construction machinery will therefore be limited to a maximum height of 15m.</p> <p>The viewpoint is at approximately 100m AOD with the track level across the panorama being at approximately 103m AOD behind the intervening landform at approximately 112m AOD. Taking the retention of existing vegetation into account, landform and distance, any visibility of construction will comprise occasional views of the upper few metres of a fully extended machine arm of 15m height. At night the area is currently unlit and some light spill from construction will potentially be visible.</p> <p>Given the factors outlined above, visual effect will be of negligible magnitude. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p>
288-4-002: View south across Lavender Hall Farm farmland from Park Lane	Access restricted during construction and viewpoint ceases to be publicly accessible thereafter.
Viewpoint 289.3.002: View north-east across Marsh Farm pasture from Footpath M137.	<p>This view is from the Footpath near Marsh Farm approximately 1500m from the scheme which is in cutting across the width of the panorama, located in the background behind the distant woodland.</p> <p>Visually important, overlapping field boundaries, hedgerow trees and woodland will be retained such that given the distance and the typical anticipated maximum height of machinery of 15m there will be no view during the construction phase.</p> <p>There will be no view of any elements of the construction activity and no change in the view.</p>
Viewpoint 289.4.001: View north across New Mercote Farm farmland from the A452 Kenilworth Road	Refer to Volume 2 for description of significant effects.
Viewpoint 290.2.002: View south along Meriden Road from Four Oaks Farm.	The route lies approximately 1750m distant and, due to a combination of landform and vegetation providing screening combined with the construction works within the panorama being in cutting and without any construction plant above 15m height, there will be no view of any part of the construction activity and no change in the view.
Viewpoint 290.3.001: View south-east across New Mercote Farm farmland from Millennium Way	Refer to Volume 2 for description of significant effects.

(Footpath M215)	
Viewpoint 291.2.001: View north across Bradnocks Marsh Lane/A452 Kenilworth Road roundabout from residences on Bradnocks Marsh Lane	Refer to Volume 2 for description of significant effects.
Viewpoint 291.3.002: View north-east across Marsh Farm farmland from Footpath M135.	<p>The route is located approximately 1200m distant beyond the elevated Rugby to Birmingham line in the wooded background obscured from view by the intervening vegetation. The route will be elevated by approximately 3m in the right hand side of the panorama and on viaduct adjacent to Marsh Farm in the left hand side. Dense woodland occupies the middle ground and background and will be substantially retained although there will be some loss of trees in the background. Tall cranes, of up to 40m height, required to construct the viaduct and the A452 Kenilworth Road overbridge, will project above the trees. Other, lower, elements including the Marsh Farm viaduct will be screened by the intervening vegetation.</p> <p>The cranes will form the only visible element of the construction and consequently construction effects, given their nature and distance, will result in a low magnitude change in the view.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p>
Viewpoints 291.3.003: Views north across Marsh Farm pasture from Millennium Way (Footpath M216)	Refer to Volume 2 for description of significant effects.
Viewpoint 292.4.001: View west along Mercote Hall Lane from Cornets End Lane.	<p>Due to the distant nature of the view (approximately 1.4km to the centre line), construction plant other than tall cranes will not be clearly discernible. Intervening vegetation, including mature trees running parallel to Mercote Hall Lane, will act to restrict open views of construction activity associated with the Proposed Scheme. The upper extent of high cranes used to construct the Marsh Farm viaduct will form minor components of the background view. Earthworks activity associated with the construction of the Sixteen Acre Wood embankment and embankments either side of the Mercote Hall Lane (Bridleway M218) accommodation overbridge, at approximately 5m above existing ground level, towards the right of the view will be perceptible from this location. However as a result of distance and the width of the panorama, the magnitude of change in this long range view is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effects.</p>
Viewpoint 292.3.002: view south-west across farmland adjacent to Mercote Hall Lane from Footpath M217.	<p>The Proposed Scheme is approximately 1000m from this viewpoint, located in the background, beyond the concrete works. Construction of elements within the view would include the Marsh Farm viaduct and the realigned A452 rising on an overbridge to approximately 18m above existing ground level to cross the Proposed Scheme.</p> <p>Vegetation loss from the view would be minimal and construction activity would be viewed beyond the active quarry workings in the middle ground. The scale of the A452 Kenilworth Road overbridge and the viaduct would require cranes of up to 40m height.</p> <p>The change within the view, given the open nature of it and the presence of quarrying across the panorama, the scale of the development and the relative distance to the viewpoint, would be of low magnitude.</p> <p>The low magnitude of change assessed against the medium sensitivity of the receptor (the view is across active quarrying and therefore less sensitive than open rural views) would result in an effect on visual amenity of minor adverse significance.</p>
Viewpoint 292.3.004: View west across Mercote Mill Farm farmland from Footpath M218	Refer to Volume 2 for description of significant effects.
Viewpoint 292.3.005: View towards Gravel Pit bund south-west from Millennium Way (Footpath M232).	<p>This view is from the Millennium Way (Footpath M232), approximately 2km from the site. The obstruction of the quarry soil store and the presence of significant overlapping field boundaries, hedgerow trees and woodland beyond the bund which will be retained are such that given the distance and the typical anticipated maximum height of machinery of 15m there will be no view during the construction phase.</p> <p>There will be no view of any aspects of the construction activity and no change in the view.</p>
Viewpoint 293.3.001: View north-east across farmland from Footpath M126.	<p>The route is approximately 1.5km from this viewpoint obscured from view by intervening vegetation. Construction elements in the view will include; minor loss of vegetation within the merged groups of woodland and hedgerow trees and hedges which comprise the background and views of the upper section of tall cranes required to construct the Marsh Farm viaduct and A452 Kenilworth Road overbridge which reaches 10m above ground level.</p> <p>The route itself will be in the Horn Brook cutting or on the Blythe Bypass embankment by approximately 2m average in comparison with original ground levels. Other construction elements such as vehicles and typical machinery of up to 15m will not be visible due to the intervening vegetation and landform.</p> <p>The change within the view, given the screening and distance from the viewpoint, will be of low magnitude.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p>
Viewpoint 293.4.002: View east across the River Blythe valley from the B4102 Meriden Road	Refer to Volume 2 for description of significant effects.
Viewpoint 293.4.003: View north across the River Blythe valley from the B4102 Meriden Road	Refer to Volume 2 for description of significant effects.
Viewpoint 293.2.004: View north-east across Hampton-in-Arden pasture from Footpath M128 at the rear of residential properties on Bellemere Road.	The route lies approximately 1km distant, beyond the elevated section of the Rugby to Birmingham line which runs across the panorama. Given the distance from the site, the fact that the Proposed Scheme is at or close to grade, the presence of the existing, elevated Rugby to Birmingham line and significant woodland and other vegetation in the foreground, construction elements within the view will be limited to the upper section of cranes required to construct the Shadow Brook underbridge and the A452 Kenilworth Road overbridge. Any lighting effects from the construction will not be visually prominent given the distance and presence of other lighting already associated with the A452 Kenilworth Road in the view.

	<p>The magnitude of change in the view will be negligible, no constituent elements will be removed and visual effects from the scheme during construction will be limited to potential visibility of the upper section of cranes only.</p> <p>The combination of a negligible magnitude of effect with a high sensitivity receptor will result in a change in comparison to the baseline view of minor adverse magnitude.</p>
Viewpoint 293.3.005: View east across Hampton-in-Arden pasture from Footpath M128.	<p>This view is looking from within Hampton-in-Arden, along the route to the south. The route is just over 1km away at its closest but the view encompasses a section which is in excess of 1.5km distant.</p> <p>The visual obstruction from landform, overlapping field boundaries, hedgerow trees and woodland which will be retained is such that given the distance there will be no view during the construction phase.</p> <p>There will be no view of any elements of the construction activity and no change in the view.</p>
Viewpoint 294.4.001: View south-west across Hornbrook Farm pasture from Cornets End Lane.	<p>The nature of the rising landform will obscure background views of earthworks and construction traffic associated with the Patrick cutting and the A452 Kenilworth Road overbridge within the centre of this view. The upper sections of tall cranes and plant required to construct the A452 Kenilworth Road overbridge and River Blythe Bypass culvert will be visible in the background view. The removal of vegetation within the land required to construct the Proposed Scheme, particularly towards the right of the view, will afford views towards the Proposed Scheme. However, these views will be constrained by the long range distance of the view. Therefore, the magnitude of change in this view is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effects.</p>
Viewpoint 295.3.001: View east across River Blythe valley from Footpath M118	Refer to Volume 2 for description of significant effects.
Viewpoint 295.3.002: View north-east across farmland adjacent to Diddington Lane from Footpath M115	Refer to Volume 2 for description of significant effects.
Viewpoint 295.2.003: View north-east across Mouldings Green Farm farmland from residences on Diddington Lane	Refer to Volume 2 for description of significant effects.
Viewpoint 296.2.001: View south-west along the B4102 Meriden Road from Patrick Farm	Refer to Volume 2 for description of significant effects.
Viewpoint 296.4.002: View west across A452 Kenilworth Road roundabout from Hampton Lane.	<p>This view is south-west along B4102 Meriden Road, where construction activity will appear within the background view. Characterised by cranes and high level plant associated with the construction of the River Blythe viaduct, these vertical elements will be seen in the context of existing lighting columns adjacent to the carriageway and roundabout within the fore and middle-ground. Although roadside vegetation will screen lower sections of this construction activity, cranes and larger plant may be visible above the intervening vegetation. The magnitude of change in this close range view is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effects.</p>
Viewpoint 297.3.001: View north-east across farmland from Footpath M108.	<p>The route lies approximately 850m across the view in the background, obscured by intervening vegetation and landform. The route is primarily within the Diddington cutting across the panorama apart from the Shadow Brook underbridge the right hand side. Views of construction activity will be limited to the upper section of machinery as follows; views of the upper section of cranes required to construct the Shadow Brook underbridge and views of the upper section of construction machinery in the back ground above the intervening landform.</p> <p>No views of vehicles or construction activity at ground level will be obtained, due to construction being at or below ground level, at distance and below the intervening crest of the landform and intervening field boundaries. The change in the baseline view will be of low magnitude.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p>
Viewpoint 297.3.002: View north-east across Armac Yard landfill from Footpath M108.	<p>In the background a number lines of mature trees amalgamate to form a dense screen, within which the Proposed Scheme is located at approximately 450m from the viewpoint, to the rear of Pasture Farm. Pasture Farm is not visible due to intervening woodland. The route will be in the Diddington cutting of approximately 6m depth within this panorama and construction will be at or below ground levels and obscured by intervening trees.</p> <p>The construction machinery will not exceed 15m in height along this section of the route and any views will be limited to glimpses of the upper sections of it within the tree cover. Overall, visibility of construction activity will be minimal and represent a change in the baseline view of negligible magnitude. The sensitivity of the receptor is assessed as medium, given that it is a restricted view perpendicular to the footpath alignment, glimpsed through dense vegetation with a prominent landfill/brick pit in the foreground.</p> <p>The negligible magnitude of change assessed against the medium sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p>
Viewpoint 298.3.001: View south-west across farmland from Footpath M114	Refer to Volume 2 for description of significant effects.

## 2 Permanent effects arising during operation

### 2.1 Landscape assessment

2.1.1 Table 6 below summarises the assessment for all the LCAs identified within the study area, which are considered to experience non-significant effects (minor or negligible) during the operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account the further integration of the Proposed Scheme into the landscape following greater maturity of the proposed planting.

Table 6: Schedule of non-significant landscape effects during operation

Landscape character area	Description of effect - operation year one	Description of effect - operation year 15	Description of effect - operation year 60
Stoneleigh parklands LCA	<p>Only a small section of this LCA lies within CFA23.</p> <p>In the Stoneleigh, Kenilworth and Burton Green area (CFA 18) the character of this area would be substantially altered through the removal of vegetation and the introduction of new infrastructure. The magnitude of change is considered to be medium in year 1 of operation. The medium magnitude of change, assessed alongside the medium sensitivity of the character area, will result in a moderate adverse effect in year 1 of operation.</p> <p>The effects are assessed in Stoneleigh, Kenilworth and Burton Green, CFA 18, Volume 2.</p>	<p>In the Stoneleigh, Kenilworth and Burton Green area (CFA 18) the character of this area would be substantially altered through the removal of vegetation and the introduction of new infrastructure. The magnitude of change is considered to be medium in year 15 of operation. The medium magnitude of change, assessed alongside the medium sensitivity of the character area, will result in a moderate adverse effect in year 15 of operation.</p> <p>The effects are assessed in Stoneleigh, Kenilworth and Burton Green, CFA 18, Volume 2.</p>	<p>In the Stoneleigh, Kenilworth and Burton Green area (CFA 18) the character of this area would be substantially altered through the removal of vegetation and the introduction of new infrastructure. The magnitude of change is considered to be medium in year 60 of operation. The medium magnitude of change, assessed alongside the medium sensitivity of the character area, will result in a moderate adverse effect in year 60 of operation.</p> <p>The effects are assessed in Stoneleigh, Kenilworth and Burton Green, CFA 18, Volume 2.</p>
Coventry urban edge LCA	<p>Only a small section of this LCA lies within CFA23.</p> <p>The majority of this LCA lies within Stoneleigh, Kenilworth and Burton Green area (CFA 18) where the Proposed Scheme will introduce a realigned section of the Kenilworth Greenway on embankment and localised reduction in vegetation. It will also introduce an addition electrical sub-station. These elements are considered to be a minor alteration to the existing baseline and introduction of new features that are largely inconspicuous. As the high speed trains are in tunnel the tranquillity of the LCA is not considered to be affected. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the medium sensitivity of the character area will result in a minor adverse effect.</p>	<p>By year 15, the realigned Kenilworth Greenway is considered to be compatible with the existing character. Therefore, the magnitude of change is negligible.</p> <p>The negligible magnitude of change assessed alongside the medium sensitivity of the receptor will result in a negligible effect.</p>	<p>By year 60, the realigned Kenilworth Greenway is considered to be compatible with the existing character. Therefore, the magnitude of change is negligible.</p> <p>The negligible magnitude of change assessed alongside the medium sensitivity of the receptor will result in a negligible effect.</p>
Coventry rural fringe LCA	<p>Only a small section of this LCA lies within CFA23.</p> <p>In Stoneleigh, Kenilworth and Burton Green area (CFA 18) the character of this area would be substantially altered through the removal of vegetation and the introduction of new infrastructure.</p> <p>In CFA 23 the Proposed Scheme will lie approximately 800m to the north-east, following the alignment of Spencer's Lane. As a result of inter-visibility between the LCA and construction activities in neighbouring areas there will be indirect impacts on landscape character.</p> <p>The replanting of hedgerows on the site boundary and localised woodland planting will have not be sufficiently established to mitigate the adverse impacts describe above in Year 1.</p> <p>In CFA 23 the impacts of the scheme in year 1 of operation will be localised representing a low magnitude of change.</p> <p>However, in CFA 18 the medium magnitude of change, assessed alongside the high sensitivity of the character area, will result in a moderate adverse effect in year 15 of operation.</p>	<p>In CFA 23 by year 15, the growth of replanted hedgerows and localised woodland planting will indirectly enhance the characteristic landscape elements and will provide additional screening cover to mitigate indirect effects on the LCA. Any residual effects on the LCA will continue to be of low magnitude.</p> <p>However, in CFA 18 the medium magnitude of change, assessed alongside the high sensitivity of the character area, will result in a moderate adverse effect in year 15 of operation.</p>	<p>In CFA 23 by year 60 the proposed planting in neighbouring areas will have matured to achieve a degree of landscape integration, partially restoring the setting of the Coventry Fringe Rural LCA. Overall, there will be a negligible magnitude of change on the LCA.</p> <p>However, in CFA 18 the medium magnitude of change, assessed alongside the high sensitivity of the character area, will result in a moderate adverse effect in year 60 of operation.</p>

	alongside the high sensitivity of the character area, will result in a moderate adverse effect in year 1 of operation.		
Balsall Common rural LCA	Year 1 operational effects are considered to be significant and are considered in Volume 2.	Year 15 operational effects are considered to be significant and are considered in Volume 2.	By year 60 of operation, the maturity of planting will further integrate the Proposed Scheme into the landscape resulting in effects becoming non-significant.
Balsall Common residential LCA	<p>Year 1 of operation will result in indirect impacts on landscape character. These will include introduction of railway infrastructure, in addition to that currently present in association with the Rugby to Birmingham line, into the neighbouring rural landscape to the east of Balsall Common. There will be a reduction in tranquillity derived from the movement and noise from trains in the predominantly rural context. Other indirect impacts will occur from engineered landforms of steep slopes, cutting across the natural landform, incongruous in the context of the adjacent topography and impacts from the Balsall Common viaduct forming a prominent man-made structure cutting across the floodplain landscape at or above the tree line.</p> <p>A small part of the LCA will be affected and impacts will occur in the context of the existing railway infrastructure including Berkswell Station. It is judged that overall the change will be of low magnitude on the LCA as a whole. Assessed alongside the medium sensitivity of the character area this will result in a minor adverse effect on the LCA in year 1 of operation.</p>	<p>Planting associated with the Rugby to Birmingham line as well as the wider landscape will indirectly increase and enhance the degree of screening and landscape maturity by year 15. Integration of the Proposed Scheme will therefore be greater than in year 1 and any residual effect when assessed against the medium sensitivity of the character area will result in a minor adverse effect.</p>	By year 60, indirect impacts from the Proposed Scheme will be further reduced as a result of mitigation planting. The magnitude of change is therefore considered to be negligible, giving rise to a negligible effect.
Blythe valley LCA	Year 1 operational effects are considered to be significant and are considered in Volume 2.	Year 15 operational effects are considered to be significant and are considered in Volume 2.	Year 60 operational effects are considered to be significant and are considered in Volume 2.
Solihull rural heartland LCA	Year 1 operational effects are considered to be significant and are considered in Volume 2.	<p>By year 15 of operation, the maturity of planting established as part of the Proposed Scheme will result in greater landscape integration and reduce effects to be non-significant in this study area.</p> <p>However, as a result of significant effects on the LCA in Birmingham Interchange and Chelmsley Wood (CFA24) at year 15 the overall effect on the LCA is assessed as being of moderate significance as described in Volume 2: Appendix LV-001-024.</p>	<p>By year 60 of operation, the maturity of planting established as part of the Proposed Scheme will result in greater landscape integration and reduce effects to be non-significant in this study area.</p> <p>However, as a result of significant effects on the LCA in Birmingham Interchange and Chelmsley Wood (CFA24) at year 60 the overall effect on the LCA is assessed as being of moderate significance as described in Volume 2: Appendix LV-001-024.</p>
Hampton-in-Arden residential LCA	Year 1 operational effects are considered to be significant and are considered in Volume 2.	By year 15 of operation, the maturity of planting established as part of the Proposed Scheme will result in greater landscape integration and reduce effects to be non-significant.	By year 15 and beyond to year 60 of operation, the maturity of planting established as part of the Proposed Scheme will result in greater landscape integration and reduce effects to be non-significant.
Blythe valley parkland farmlands LCA	<p>In CFA23 the magnitude of effects will be largely indirect and of negligible magnitude and of negligible significance.</p> <p>However in Birmingham Interchange and Chelmsley Wood (CFA24), direct and indirect effects of the Proposed Scheme will occur as a result of views of infrastructure and movement in the landscape in year 1 and influence the rural context.</p> <p>Overall, the low magnitude of change, assessed alongside the medium sensitivity of the character area, will result in a minor adverse effect on the character of the LCA.</p>	<p>By year 15 effects on this LCA in CFA23 will be reduced and require no further assessment.</p> <p>However in Birmingham Interchange and Chelmsley Wood (CFA24), the magnitude of effect on this LCA by year 15 will remain low. The low magnitude of change, assessed alongside the high sensitivity of the character area, will result in a minor adverse effect on the character of the LCA.</p>	<p>By year 60 effects on this LCA in CFA23 will be reduced and require no further assessment.</p> <p>Any residual effects on the LCA in Birmingham Interchange and Chelmsley Wood (CFA24) will be of negligible magnitude. The negligible magnitude of change assessed against the medium sensitivity of the character area will result in a negligible effect on the character of the LCA.</p>
M42 corridor LCA	<p>No further assessment required in CFA23 where the LCA is not directly affected and distant from the route.</p> <p>However in Birmingham Interchange and Chelmsley Wood (CFA24), and therefore for the LCA as a whole, effects on the LCA are significant as described in Volume 2: Appendix LV-001-024.</p>	<p>No further assessment required in CFA23 where the LCA is not directly affected and distant from the route.</p> <p>However in Birmingham Interchange and Chelmsley Wood (CFA24), and therefore for the LCA as a whole, effects on the LCA are significant as described in Volume 2: Appendix LV-001-024.</p>	<p>No further assessment required in CFA23 where the LCA is not directly affected and distant from the route.</p> <p>However in Birmingham Interchange and Chelmsley Wood (CFA24), and therefore for the LCA as a whole, effects on the LCA are significant as described in Volume 2: Appendix LV-001-024.</p>

## 2.2 Visual assessment

2.2.1 Table 7 below summarises the assessment for all the representative viewpoints identified within the study area, which are considered to experience non-significant effects (minor or negligible) during operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account how greater maturity of proposed planting may further screen views of the Proposed Scheme.

Table 7: Schedule of non-significant visual effects during operation

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
Viewpoint 283.3.001: View north-east across pastures from Footpath M194.	<p>The Proposed Scheme will be approximately 550m away, parallel to but just behind the Kenilworth Greenway which will partially screen views of the route on a 9m high embankment. Vegetation in the middle ground will be retained and assist in screening views. Given the retention of intervening vegetation and the distance from the viewpoint the primary impacts will result from heavily filtered views of trains and overhead line equipment.</p> <p>These changes will be of low magnitude, which coupled with the high sensitivity of the viewpoint will result in an effect of minor significance. .</p>	<p>Retention of vegetation in both the middle ground and background will further screen views in the summer. The magnitude of change is considered to remain low, giving rise to a minor adverse effect.</p>	<p>By Year 15, the enhanced screening of intervening vegetation will result in a change in the view of negligible magnitude and negligible significance.</p>	<p>By Year 15, the enhanced screening of intervening vegetation will result in no change in the view.</p>
Viewpoint 283.2 .002: View north-east across pastures from Footpath M198 adjacent to residential properties on Old Waste Lane.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	<p>By year 15 of operation, planting established on the boundaries as part of the Proposed Scheme will have grown to a height of approximately 7m (by year 15), providing additional screening to the elements of the Proposed Scheme. This will further reduce effects although they will remain at low magnitude.</p> <p>The low magnitude of change assessed alongside the high sensitivity of the receptor will result in a minor adverse effect in year 15 of operation.</p>	<p>By year 60 of operation, planting established on the boundaries as part of the Proposed Scheme will be mature providing additional screening to the elements of the Proposed Scheme. This will reduce effects to being negligible.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor will result in a negligible adverse effect in year 60 of operation.</p>
Viewpoint 283.2.003: View north-east across pastures from Millennium Way (Footpath M196) adjacent to residential properties on Meeting House Lane.	<p>The view of the Proposed Scheme from this location during year 1 of operation is illustrated on the photomontage shown in Volume 2: Figure LV-01-163.</p> <p>The Proposed Scheme will be substantially screened by intervening vegetation in the middle ground of the view.</p> <p>Any residual views of trains or infrastructure, from ground level or first floors, will represent a negligible magnitude of change in the view.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor, will result in a minor adverse effect.</p>	<p>The Proposed Scheme will be substantially screened by intervening vegetation in the middle ground of the view.</p> <p>Any residual views of trains or infrastructure, from ground level or first floors, will represent a negligible magnitude of change in the view.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor, will result in a minor adverse effect.</p>	<p>The Proposed Scheme will be substantially screened by intervening vegetation in the middle ground of the view, including mitigation planting associated with the route.</p> <p>Any residual views of trains or infrastructure, from ground level or first floors, will represent a negligible magnitude of change in the view.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor, will result in a negligible adverse effect.</p>	<p>The Proposed Scheme will be substantially screened by intervening vegetation in the middle ground of the view, including mitigation planting associated with the route.</p> <p>Any residual views of trains or infrastructure, from ground level or first floors, will represent a negligible magnitude of change in the view.</p> <p>The negligible magnitude of change assessed alongside the high sensitivity of the receptor, will result in a negligible adverse effect.</p>
Viewpoint 284.3.003: View south across Truggist Hill Farm pastures from Footpath M191.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	<p>By year 15 and beyond to year 60 of operation, planting established at the base of on the Beechwood embankment will have grown to a height of approximately 7m (by year 15), providing additional screening to the elements of the Proposed Scheme.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor significance.</p>	<p>By year 15 and beyond to year 60 of operation, planting established at the base of on the Beechwood embankment will have grown to a mature height, providing additional screening to the elements of the Proposed Scheme.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p>

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
Viewpoint 284.4.002: View south-west across Beechcote pastures from Spencer's Lane	<p>The route will be on the Beechwood embankment, beyond hedgerow field boundaries in the middle ground which will screen views of all but the upper sections of the overhead line equipment. These will be seen in the context of existing visual detractors in the form of high voltage electricity transmission towers. The Carol Green Rail underbridge will be perceptible in the right of the view. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a minor adverse effect.</p>	<p>Leaf cover in the summer will reinforce the screening provided by intervening hedgerows and woodland in the middle ground. However, the magnitude of change will remain as low, giving rise to a minor adverse effect.</p>	<p>The magnitude of change will be reduced to negligible as proposed mitigation planting will have matured to provide a screen or backdrop for overhead line equipment, which will reduce its visibility.</p> <p>The negligible magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a negligible effect.</p>	<p>The proposed planting will be fully mature and will partially screen or form the backdrop to the overhead line equipment.</p> <p>Impact will be of negligible magnitude and this will result in a negligible effect.</p>
Viewpoint 284.3.005: View south-west across pastures from Footpath M205.	<p>The route will lie in the background of the panorama, approximately 1.4 km distant and screened from view by intervening vegetation and landform. It is therefore considered there will be no view of the operational scheme and no change in the view</p>	<p>There will remain no view of the operational scheme and no change in the view.</p>	<p>There will remain no view of the operational scheme and no change in the view.</p>	<p>There will remain no view of the operational scheme and no change in the view.</p>
Viewpoint 284.2.006: View south-west through broken hedgerow from residential receptors on Benton Green Lane.	<p>It is assessed that there will be no visual effect from the Scheme in Year one for viewers at ground level due to distance and the density of intervening vegetation to be retained.</p> <p>Any views from first floor rooms in properties on Benton Green Lane will be of negligible magnitude of change and negligible effect.</p>	<p>It is assessed that there will be no visual effect from the Scheme in Year one due to distance and the density of intervening vegetation to be retained.</p> <p>There will be no view of the operational scheme and no change in the view.</p>	<p>It is assessed that there will be no visual effect from the Scheme in Year 15 due to distance and the density of intervening vegetation to be retained. There will remain no view of the operational scheme and no change in the view.</p>	<p>It is assessed that there will be no visual effect from the Scheme in Year 60 due to distance and the density of intervening vegetation to be retained. There will remain no view of the operational scheme and no change in the view.</p>
Viewpoint 285.2.002: View north along Ridings Hill from residential receptors.	<p>The Proposed Scheme will be screened by intervening vegetation in the middle ground of the view.</p> <p>There will be no view of the operational scheme and no change in the view.</p>	<p>The vegetation running parallel with the Rugby to Birmingham railway will offer substantial screening effects in summer months.</p> <p>There will be no view of the operational scheme and no change in the view.</p>	<p>There will remain no view of the operational scheme and no change in the view.</p>	<p>There will remain no view of the operational scheme and no change in the view.</p>
Viewpoint 285.2.003 View north-east across pastures from Footpath M196 adjacent to residential properties on Barrett's Lane.	<p>The Proposed Scheme will be located on the Beechwood embankment to the rear of the existing embankment of the disused railway housing the Kenilworth Greenway. It will form a distant intrusion into the panorama, primarily as a result of visibility of the upper section of overhead line equipment and movement of trains to the left hand side of the view, representing a minor magnitude of change given the degree of intervening vegetation. The minor magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p>	<p>Increased screening from vegetation in leaf during summer of year one will decrease visual intrusion but elements of the Proposed Scheme as described for the winter view in year one will remain visible. The magnitude of change will remain minor.</p> <p>The minor magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of minor adverse significance.</p>	<p>By year 15 planting located on the disused railway embankment of the Kenilworth Greenway will form an effective visual screen such that any residual effects on visual amenity will be of negligible magnitude.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in an effect on visual amenity of negligible significance.</p>	<p>By year 60 planting located on the disused railway embankment of the Kenilworth Greenway will form an effective visual screen such that any residual effects on visual amenity will be of negligible magnitude and significance.</p>
Viewpoint 285.3.001: View north-east across pastures from junction of Footpath M191 and M196	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	<p>By year 15 of operation, planting established on the retained Kenilworth Greenway embankment in front of the Proposed Scheme will have grown to a height of approximately 7m (by year 15), providing additional screening to the elements of the Proposed Scheme.</p> <p>The low magnitude of change assessed against the high</p>	<p>By year 60 of operation, planting established on the retained Kenilworth Greenway embankment in front of the Proposed Scheme will be mature, providing additional screening to the elements of the Proposed Scheme.</p> <p>The low magnitude of change assessed against the high</p>

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
			sensitivity of the receptor will result in an effect on visual amenity of minor significance.	sensitivity of the receptor will result in an effect on visual amenity of minor significance.
Viewpoint 286.2.003: View south-west across pastures from residences on Baulk Lane	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.
Viewpoints: 286.3.001 and 286.3.002: Views south across Moat House Farm farmland from Footpath M191.	<p>The route will cross the panorama of this view in the middle ground, accommodated on a combination of embankment and rail underbridge. The left of the view will be characterised by embankment up to 8.0 m above existing ground level whereas the Carol Green Rail underbridge will occupy the central view. The combination of the locally elevated nature of the viewpoint combined with vegetation removal associated with the existing Rugby to Birmingham line will afford some direct views towards the proposed scheme. The screening effects of vegetation, landform and intervening built form will result in the visibility of only the upper sections of gantries and overhead line equipment. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a minor adverse effect.</p>	<p>Although some vegetation will be lost within the wider panorama due to the extent of the land required for construction of the Proposed Scheme, the screening effect of retained vegetation in the background view will be enhanced in the summer months. Therefore, the magnitude of change is considered to remain as low, giving rise to a minor adverse effect.</p>	<p>There will be no change in the view and no visual effect due to intervening vegetation.</p>	<p>There will be no change in the view and no visual effect due to intervening vegetation.</p>
Viewpoint 286.3.004: View south-west across fields off Baulk Lane from Footpath M191.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	<p>By year 60 the continued growth and maturity of proposed planting will further restrict views towards the Proposed Scheme. The magnitude of change will therefore reduce to low.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.</p>
Viewpoint 286.3.005: View south-west across farmland from Footpath M207.	<p>The Balsall Common viaduct, Beechwood embankment and Lavender Hall embankment will be located within the background of the view, up to 10 m above existing ground level. However, the nature of falling topography combined with intervening mature trees and field boundary hedges will obstruct views towards the elevated route. Despite vegetation loss to accommodate the Proposed Scheme, a vegetated backdrop will continue to be apparent in the background of the view with significant intervening vegetation in the middle ground. Consequently, the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible effect.</p>	<p>The effects of leaf cover in the summer months will act to reinforce the screening effects of mature trees in the centre of the view. The magnitude of change is considered to remain at negligible, giving rise to a negligible effect.</p>	<p>Increasingly mature planting within the land required permanently for the Proposed Scheme will reduce and filter views.</p> <p>However, elements of the Proposed Scheme such as overhead line equipment may remain visible although the magnitude of change to the baseline view will remain negligible and be of negligible significance.</p>	<p>At year 60 elements of the Proposed Scheme such as overhead line equipment may still be visible although the magnitude of change to the baseline view will remain negligible and be of negligible significance.</p>
Viewpoint 286.3.006: View south-west across Ram Hall pastures from Footpath M192	<p>Despite vegetation loss to accommodate the Proposed Scheme, a vegetated backdrop will continue to be apparent in the background of the view with significant intervening vegetation and obstructing topography in the middle ground. Consequently, the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible effect.</p>	<p>Any views of the Proposed Scheme will be heavily filtered by vegetation and/or screened by landform and represent a negligible magnitude change in the nature of the view.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible effect.</p>	<p>Any views of the Proposed Scheme will be heavily filtered by vegetation and/or screened by landform and represent a negligible magnitude change in the nature of the view.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible effect.</p>	<p>Mitigation planting will be fully mature and further reduce visibility of the Proposed Scheme.</p>

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
	the high sensitivity of the receptor, will result in a negligible effect.	result in a negligible effect.	negligible effect.	
Viewpoint 287.2.004: View north-east along Lavender Hall Lane from Lavender Hall residential properties	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	By year 60 of operation, the further growth and maturity of the proposed planting will provide substantial screening of the Proposed Scheme. Long views will be obstructed but the visual impact arising from the Proposed Scheme will be of low magnitude. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a minor adverse effect.
Viewpoint 287.3.001: View east across Lavender Hall Park.	The route will pass through the middle ground of this view on embankment, beyond the existing field boundary treatment and route of both Hallmeadow Road and the existing Rugby to Birmingham line. Partial views towards Balsall Common viaduct will be just perceptible within the right of the view, forming only a minor component of the panorama and screened by retained vegetation. Views of operational elements such as overhead line equipment and gantries will not be available from this location due to a combination of viewing distance and intervening vegetation. Therefore, no change in the view is anticipated.	The screening effect of the intervening hedge boundary within the middle ground in conjunction with the tree planting towards the right of the view will preclude views towards the Proposed Scheme in the summer months. Therefore, no change in the view is anticipated.	There will be no change in the view and no visual effect due to intervening hedge and tree planting	There will be no change in the view and no visual effect due to intervening hedge and tree planting.
Viewpoint 287.3.002 View north-east across Grange Farm farmland from Footpath M149.	The Proposed Scheme will occupy the Park Lane cutting, at up to 12m depth, to the rear of the intervening mature trees and hedgerows. Other vegetation to the rear of that in the panorama, such as that along the Rugby to Birmingham line will also obstruct views. Views towards the diverted carriageway of Park Lane and the 2m high vehicle restraint earthworks bund running parallel to the proposed route will also be obstructed by the intervening vegetation. Therefore, it is considered there will be no view of the operational scheme and no change in the view.	The vegetated middle-ground will obscure views towards the operational scheme, in cutting at up to 12m depth, in the summer months. It is therefore considered that there will be no change in the view.	No effect due to the Proposed Scheme being located in cutting and behind successive visual barriers of vegetation.	No effect due to the Proposed Scheme being located in cutting and behind successive visual barriers of vegetation.
Viewpoint 287.2.005: View east across pasture off A452 Kenilworth Road from Footpath 151a.	All of the middle distance vegetation associated with planting along Hallmeadow Road and the Rugby to Birmingham Line will be retained and no elements of the operational Scheme, which will be in the 5m average depth Park Lane cutting will be visible due to distance and intervening vegetation in the middle/fore ground. There will be no change in the view and no visual effect.	There will be no change in the view and no visual effect.	There will be no change in the view and no visual effect.	There will be no change in the view and no visual effect.
Viewpoint 287.2.006: View east across pasture from Grange Road.	The route lies approximately 1.45km distant and, due to a combination of landform and vegetation providing screening combined with the Scheme within the panorama being in the Park Lane cutting without any infrastructure visible above 8m height, there will be no change in the view and no visual effect.	There will be no change in the view and no visual effect.	There will be no change in the view and no visual effect.	There will be no change in the view and no visual effect.
Viewpoint 287.4.003: View north across the A452 Kenilworth Road from Wootton Lane	Refer to Volume 2 for description of significant effects.	In summer of year 1 of operation, the screening effects of small groups of existing trees in the middle ground will reduce visibility. The magnitude of change in the view will be low.	By year 15 and beyond to year 60 of operation, planting established as part of the Proposed Scheme will further obscure views resulting in a negligible magnitude of change in the nature of the view.	By year 60 of operation, planting established as part of the Proposed Scheme will further obscure views resulting in no visual effect.

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
		The low magnitude of change in conjunction with the low sensitivity of the receptor will result in an adverse effect of minor significance.	The negligible magnitude of change in conjunction with the negligible sensitivity of the receptor will result in an adverse effect of negligible significance.	
Viewpoint 288.3.001: View south-west across Village Farm pasture from Footpath M192.	<p>The panorama encompasses the Park Lane cutting which averages 5m depth and is of maximum 12m depth. Views of the rail elements of the Proposed Scheme will therefore be obstructed by landform and woodland, such as Park Lane Spinney. The Lavender Hall Lane overbridge will reach approximately 8 m above existing ground level within the central part of the background of the view. The upper sections of Lavender Hall Lane overbridge will be visible above intervening vegetation and the rising landform of the middle-ground but form a very minor element. Therefore, the magnitude of change is considered to be minor.</p> <p>The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a minor adverse effect.</p>	<p>The screening effects of retained intervening vegetation will be further enhanced during periods of leaf cover in the summer months. The magnitude of change is considered to remain low, giving rise to an effect of minor significance.</p>	<p>By year 15 Increasingly mature planting on the highway embankments of the Lavender Hall Lane overbridge will reduce and filter views and merge with the existing woodland on the right hand side of the view. Any residual visual impact will be of negligible magnitude and significance.</p>	<p>By year 60 Increasingly mature planting on the highway embankments of the Lavender Hall Lane overbridge will merge with the existing woodland on the right hand side of the view. Any residual visual impact will be of negligible magnitude and significance.</p>
Viewpoint 288.3.003: View west across Berkswell Hall farmland from Millennium Way Footpath M215.	<p>The combination of the Proposed Scheme being located in the deepest section of the 12m deep Park Lane cutting and the natural intervening landform will eliminate views towards the operational scheme from this location. Overhead line equipment will be fully contained within this landform.</p> <p>There will be no effect on visual amenity at this location.</p>	<p>There will be no effect on visual amenity at this location due to the screening effect of intervening landform.</p>	<p>There will be no effect on visual amenity at this location due to the screening effect of intervening landform.</p>	<p>There will be no effect on visual amenity at this location due to the screening effect of intervening landform.</p>
Viewpoint 288.4.002: View south across Lavender Hall Farm farmland from Park Lane.	<p>Post construction this viewpoint will cease to be available due to Park Lane being stopped up beyond the private access to Final Home.</p>			
Viewpoint 289.3.002: View north-east across Marsh Farm pasture from Footpath M137.	<p>The route will occupy the Park Lane cutting within the panorama of this long range view. Views towards all elements of the operational scheme, including an auto-transformer station and associated access road will be obscured due to a combination of intervening topography and vegetation. Middle ground vegetation associated with the River Blythe and field boundary hedges visually coalesce due to the long viewing distance, obscuring views to the background. Therefore, it is considered there will be no view of the operational scheme and no change in the view.</p>	<p>There will be no view of the operational scheme and no effect on the view.</p>	<p>There will be no view of the operational scheme and no effect on the view.</p>	<p>There will be no view of the operational scheme and no effect on the view.</p>
Viewpoint 289.4.001: View north across New Mercote Farm farmland from A452 Kenilworth Road.	<p>Located within cutting, the proposed scheme will dissect the middle ground of this viewpoint. Although views towards the track itself will be contained within this landform, the upper extent of overhead line equipment up to 8m high will appear above this slope and be perceptible against the wooded backdrop. Partial views will also be available Footpath M215 overbridge. This bridge will appear at existing ground level traversing the cutting slopes. Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a minor</p>	<p>During the summer months, the highway hedge running parallel to the carriageway at this location will form an enhanced visual screen obscuring some views towards the middle-ground. The magnitude of change is considered to remain at low, giving rise to a minor adverse effect.</p>	<p>The continued growth and maturity of the highway hedge in the centre will further restrict views to the background view after 15 years. Therefore, the magnitude of change will result in a negligible effect.</p>	<p>There will be no view of the operational scheme and no effect on the view.</p>

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
	adverse effect.			
Viewpoint 290.2.002: View south along B4102 Meriden Road from Four Oaks Farm.	The route lies approximately 1.75km distant from this location. Due to a combination of landform and vegetation providing screening combined with the Proposed Scheme within the panorama being in cutting there will be no view of any elements of the Scheme, no change in the view and no visual effect.			
Viewpoint 290.3.001: View south-east across New Mercote Farm farmland from Millennium Way (Footpath M215)	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	By year 15 of operation, hedges established along the fence line to the top of the false cutting will have matured and screen views of the Proposed Scheme. The magnitude of change in the view will be negligible. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible adverse effect.	By year 15 and beyond to year 60 of operation, hedges established along the fence line to the top of the false cutting will have matured and screen views of the Proposed Scheme. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible adverse effect.
Viewpoint 291.2.001: View north across Bradnocks Marsh Lane /A452 Kenilworth Road Roundabout from residences on Bradnocks Marsh Lane	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	By year 15 of operation, planting established on the embankment in close proximity to Sixteen Acre Wood as part of the Proposed Scheme will have grown to a height of approximately 7m, providing screening to both the embankment and trains. While the upper sections of the overhead line equipment will remain visible, the magnitude of change in the view will be low. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a minor adverse effect.	By year 60 of operation, planting established on the embankment in close proximity to Sixteen Acre Wood as part of the Proposed Scheme will be mature and fully screen the Proposed Scheme.
Viewpoint 291.3.002: View north-east across Marsh Farm farmland from Footpath M135.	The Proposed Scheme will run broadly north-west to south-east within the background view at this location, beyond the locally elevated route of the Rugby to Birmingham line. Vegetation associated with the River Blythe and within the wider panorama will amalgamate to restrict views towards the route. Although the scheme will cross the view on the Sixteen Acre Wood embankment up to a maximum of 6m and average of 2.5m high, overhead line equipment and gantries will not protrude above the retained dense woodland in the background of the view. This vegetation cover coupled with the intervening landform of the existing railway line will restrict views to the operational scheme to glimpses through the vegetation at most. Therefore, the magnitude of change is considered to be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in an adverse effect of negligible significance.	Vegetation cover coupled with the intervening landform of the existing Rugby to Birmingham line will restrict views to the operational scheme to glimpses through the vegetation at most. Therefore, the magnitude of change is considered to be negligible. The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible effect.	Planting to the west of the Sixteen Acre Wood embankment will further reduce views such that any residual views will represent a negligible magnitude of change. Assessed alongside the high sensitivity of the receptor, this will result in an adverse effect of negligible significance.	Planting to the west of the Sixteen Acre Wood embankment will be fully mature and screen all elements of the Proposed Scheme. There will be no view of the operational scheme and no effect on the view.
Viewpoints 291.3.003: Views north across Marsh Farm pasture from Millennium Way (Footpath M216)	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.
Viewpoint 291.4.004: View north-east across A452 Kenilworth Road from Marsh Lane.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	By year 15 and beyond to year 60 of operation, planting established on the overbridge embankments of the realigned A452 Kenilworth Road will partially screen views towards the overhead line equipment and other structures and integrate the Proposed Scheme into the	By year 60 of operation, planting established on the overbridge embankments of the realigned A452 Kenilworth Road will fully screen views of the Proposed Scheme. The magnitude of change in the view will be negligible,

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
			landscape.  The magnitude of change in the view will be low.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a minor adverse effect.	relating to obstruction partial additional obstruction.  The negligible magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a negligible adverse effect.
Viewpoint 292-4-001: View west along Mercote Hall Lane from Cornets End Lane.	The rising landform and intervening vegetation would significantly restrict views of the operational scheme, located on the Sixteen Acre Wood embankment and Marsh Farm viaduct, from this viewpoint. Partial views towards the A452 Kenilworth Road overbridge will be perceptible, although obscured by the intervening buildings at Hornbrook Farm and vegetation. Gaps in the continuation of tree cover would also afford limited views of overhead line equipment and gantries in the centre of the view, although these would form very minor components due to the viewing distance.  Therefore, in winter the magnitude of change is considered to be low. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, would result in minor adverse effects.	Vegetation and landform in the middle ground would substantially screen views of the A452 Kenilworth Road overbridge to the left of the view.  Therefore, the magnitude of change is considered to be negligible, giving rise to a negligible adverse effect.	The continued growth and maturity of tree cover associated with the Proposed Scheme would further restrict views at 15 years. The magnitude of change would remain at a negligible level.  The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, would result in negligible adverse effects.	The continued growth of vegetation in the middle and background would visually coalesce to screen views. Therefore, the magnitude of change is considered to be negligible.  The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, would result in negligible effects.
Viewpoint 292.3.002: view south-west across farmland adjacent to Mercote Hall Lane from Footpath M217.	The operational scheme would constitute the introduction of embankment landform up to approximately 4.0 m high to accommodate the Proposed Scheme in the background view. Lying beyond the existing Cemex cement works in the centre of the view, the Proposed Scheme would be obscured by retained intervening vegetation. Glimpsed views of a small section of the Marsh Farm viaduct structure may be apparent in the right extent, although this would form only a minor component of the view. Due to the presence of existing visual detractors such as active quarrying, transmission towers and overhead power lines within the wider panorama, the introduction of the operational scheme would constitute a low magnitude of change.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a minor adverse effect.	The summer view would vary little from the winter view although vegetation.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a minor adverse effect.	The rail elements of Proposed Scheme would form a minor element in the background view. The A452 Kenilworth Road overbridge comprising elements of up to 18m above existing ground would remain a distant but visual element in the background. Glimpsed views of a small section of the Marsh Farm viaduct structure may be apparent in the left of the view, although this would form only a minor component of the view.  Existing visual detractors such as active quarrying would be largely absent from the view and mitigation planting associated with the A452 Kenilworth Road overbridge would integrate it into the wooded horizon such that the Proposed Scheme would constitute a low magnitude of change.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a minor adverse effect.	With the maturity of proposed planting around the A452 Kenilworth Road overbridge, the Proposed Scheme would be integrated into the wooded panorama such that any residual impact would be of negligible magnitude and relate to visual obstruction.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a negligible effect.
Viewpoint 292.3.003: View north-west across farmland adjacent to Mercote Hall Lane from the Millennium Way Footpath M217	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.
Viewpoint 292.3.004: View west across Mercote Mill Farm farmland from Footpath M218.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	By year 15 of operation, planting established along the embankment slopes of the A452 Kenilworth Road overbridge will have matured, helping to integrate the Proposed Scheme into the landscape and partially screen the new infrastructure. Although there will be some obstruction and continued visibility of the A452 Kenilworth Road overbridge the magnitude of change will be low.	By year 15 and beyond to year 60 of operation, planting established along the embankment slopes of the A452 Kenilworth Road overbridge will have matured, helping to integrate the Proposed Scheme into the landscape and partially screen the new infrastructure. Although there will be some obstruction and continued visibility of the A452 Kenilworth Road overbridge the magnitude of change will be low.

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
			The low magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a minor adverse effect.	The low magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a minor adverse effect.
Viewpoint 292.3.005: View towards Gravel Pit bund south-west from Millennium Way (Footpath M232).	The soil bund associated with the Tarmac Meriden Quarry restricts views beyond the middle-ground at this location. The operational scheme is located within cutting as well as on sections of embankment beyond the quarry soil bund intervening landform. Reaching approximately 9m above existing ground level, the Mercote Mill Lane (Bridleway M218) accommodation overbridge and embankment at 6m accommodating the diverted route of Bridleway M218 will not be apparent within the view due to viewing distance and the screening effect of the quarry soil bund. Therefore, it is considered there will be no view of the operational scheme and no change in the view.	Intervening landform will result in no view of the operational scheme and no change in the view.	Intervening landform will result in no view of the operational scheme and no change in the view.	Intervening landform will result in no view of the operational scheme and no change in the view.
Viewpoint 293.3.001: View north-east across farmland from Footpath M126.	The route is approximately 1.5km distant from this viewpoint beyond detached residential properties at Hook End and the north-western extent of Siden Hill Wood. These intervening elements, in combination with the Rugby to Birmingham Railway line on embankment and the long viewing distance, screen views towards the operational scheme. The Proposed Scheme will cross the panorama within the Patrick cutting and on the Patrick embankment up to 8 m high within the left of the view. The overhead line equipment may be perceptible within the central view due to a gap in middle ground built form and vegetation cover. Any magnitude of change will be negligible.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in a negligible effect.	The overhead line equipment may be perceptible within the central view due to a gap in middle ground built form and vegetation cover. Any magnitude of change will be negligible.  The negligible magnitude of change, assessed against the high sensitivity of the receptor, will result in a negligible effect.	Any magnitude of change in the view derived from filtered views of the Proposed Scheme as a distant element will be negligible.  The negligible magnitude of change, assessed against the high sensitivity of the receptor, will result in a negligible effect.	Any magnitude of change in the view derived from filtered views of the Proposed Scheme as a distant element will be negligible.  The negligible magnitude of change, assessed against the high sensitivity of the receptor, will result in a negligible effect
Viewpoint 293.2 .004: View north-east across Hampton-in-Arden pasture from Footpath M128 at the rear of residential properties on Bellemere Road.	The Proposed Scheme is at or close to existing ground level within the far background of this panorama. The presence of the Rugby to Birmingham line on embankment and significant woodland and other vegetation in the fore and middle ground will obstruct any views of it.  There will be no view of any elements of the Scheme and no visual effect.	There will be no view of any elements of the Scheme and no visual effect.	There will be no view of any elements of the Scheme and no visual effect.	There will be no view of any elements of the Scheme and no visual effect.
Viewpoint 293.3.005: View east across Hampton-in-Arden pasture from Footpath M128.	The route will cross the far background of the panorama within the Park Lane cutting, on the Sixteen Acre Wood embankment within the right hand extent of the view. However, no views of the Proposed Scheme will be obtained due to distance coupled with intervening landscape elements which act as a screen. The operational scheme will not extend above Siden Hill Wood and successive field boundaries with mature trees. Therefore, it is assessed that there will be no view of the operational scheme and no change in the view.	No effect due to distance and degree of screening derived from landform and intervening woodland, hedges and individual trees.	No effect due to distance and degree of screening derived from landform and intervening woodland, hedges and individual trees.	No effect due to distance and degree of screening derived from landform and intervening woodland, hedges and individual trees.

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
Viewpoint 294.4.001: View south-west across Hornbrook Farm pasture from Cornets End Lane.	<p>The operational scheme will be located in the Patrick cutting and on the Patrick embankment before crossing the B4102 Meriden Road underbridge and River Blythe viaduct in the background of the view. The northern extent of the realigned A452 Kenilworth Road will be partially visible through gaps in vegetation cover in the middle ground. Intervening vegetation in the form of hedgerows and mature trees will also largely filter and restrict direct views towards the rail elements of the Proposed Scheme. However the upper section of overhead line equipment may be visible above or through intervening vegetation. The magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in a minor adverse effect.</p>	<p>The screening effect of intervening vegetation between the A452 Kenilworth Road and Patrick Farm and B4102 Meriden Road will be enhanced in the summer months, particularly in the central part of the view. Views of rail elements will be minimal, comprising glimpses through vegetation.</p> <p>However, the magnitude of change will remain at low level due to increased proximity of the A452 Kenilworth Road to the viewpoint, giving rise to a minor adverse effect.</p>	<p>By year 15 planting to the west and east of the realigned section of the A452 Kenilworth Road will be approximately 7m in height. This will screen any views of traffic on the A452 and elements of the Proposed Scheme in the far distance.</p> <p>There will be no view of any elements of the Scheme and no visual effect.</p>	As described for year 15 there will be no view of any elements of the Scheme and no visual effect.
Viewpoint 293.4.002: View east across the River Blythe valley from the B4102 Meriden Road	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.
Viewpoint 293.4.003: View north across the River Blythe valley from the B4102 Meriden Road	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.
Viewpoint 295.2.003: View north-east across Mouldings Green Farm farmland from residential properties on Diddington Lane.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	<p>By year 60 of operation, planting established as part of the Proposed Scheme will have matured, helping to integrate the Proposed Scheme into the landscape and fully screen the new infrastructure. Obstruction of long views will represent a negligible magnitude of change.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a negligible adverse effect.</p>
Viewpoint 295.3.001: View east across River Blythe valley from Footpath M118	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.
Viewpoint 295.3.002: View north-east across farmland adjacent to Diddington Lane from Footpath M115.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	<p>By year 15 of operation, planting established as part of the Proposed Scheme will have matured, helping to integrate the Proposed Scheme into the landscape and partially screen the new infrastructure resulting in a low magnitude of change in the view.</p> <p>The low magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a minor adverse effect.</p>	<p>By year 15 and beyond to year 60 of operation, planting established as part of the Proposed Scheme will have matured, helping to integrate the Proposed Scheme into the landscape and substantially screen the new infrastructure.</p> <p>The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, would result in a negligible adverse effect.</p>
Viewpoint 296.2.001: View south-west along the B4102 Meriden Road from Patrick Farm	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.
Viewpoint 296.4.002: View west across A452 Kenilworth Road roundabout from Hampton Lane.	<p>The River Blythe viaduct, Patrick embankment and B4102 Meriden Road underbridge are located within this panorama but to the rear of intervening vegetation. The viaduct will be approximately 6m above existing ground level with overhead line equipment of a further 8m height potentially visible above intervening vegetation from this location. However any visible elements will be</p>	<p>Vegetation associated with the roundabout in the foreground will provide additional screening benefits due to leaf cover in the summer months, restricting views of the Proposed Scheme. Therefore, the magnitude of change is considered to remain as low, giving rise to a minor adverse effect.</p>	<p>By year 15, planting on the Patrick embankment and elsewhere along the scheme will further reduce views. However, views of overhead line equipment may still be glimpsed.</p> <p>Therefore, the magnitude of change is considered to be</p>	<p>By year 60 planting associated with the Proposed Scheme will be mature.</p> <p>There will be no view of the operational scheme and no effect on the view.</p>

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
	<p>very limited due to the degree of intervening vegetation.</p> <p>Therefore, the magnitude of change is considered to be low.</p> <p>The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effect.</p>		negligible, giving rise to a negligible adverse effect.	
Viewpoint 297.3.001: View north-east across farmland from Footpath M108.	<p>The intervening crest of the landform dominates the view from this location, precluding views towards the background containing the operational scheme located within the Diddington cutting at up to 6m depth. The viewpoint location is sufficiently distant and at low elevation in comparison with the intervening landform that all elements of the Proposed Scheme will be screened. Views towards the Shadow Brook underpass approximately 2.7m above ground level will not be available in this view.</p> <p>There will be no visual effect arising from the operational Scheme.</p>	<p>No effect due to distance and degree of screening derived from landform including location of the Proposed Scheme in the Diddington cutting.</p>	<p>No effect due to distance and degree of screening derived from landform including location of the Proposed Scheme in the Diddington cutting.</p>	<p>No effect due to distance and degree of screening derived from landform including location of the Proposed Scheme in the Diddington cutting.</p>
Viewpoint 297.3.002: View north-east across Armac Yard landfill from Footpath M108.	<p>The Proposed Scheme will be located within the Diddington cutting of approximately 6 m depth within this panorama. Views will be substantially obstructed due to intervening vegetation. Mature trees visually coalesce in the background view to form a dense visual barrier. The nature of the scale of cutting slopes dictates that overhead line equipment will be largely visually contained within this landform. However, Pasture Farm overbridge, traversing this cutting at existing ground level, may be just perceptible in the centre of the view.</p> <p>Therefore, the magnitude of change is considered to be negligible.</p> <p>The negligible magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in a negligible effect.</p>	<p>The vegetation running parallel to Footpath M108 at this location will offer substantial screening effects in summer months. Therefore, the magnitude of change is considered to remain at a negligible level, giving rise to a negligible effect.</p>	<p>By year 15 planting to the west of Diddington cutting will be approximately 7m in height and add to the screening derived from existing vegetation such that any magnitude of change will be at a negligible level, giving rise to a negligible effect.</p>	<p>By year 60 the magnitude of change will not exceed a negligible level, giving rise to a negligible effect.</p>

Viewpoint	Description of effect – operation year one		Description of effect – operation year 15 summer	Description of effect – operation year 60 summer
	Winter	Summer		
Viewpoint 298.3.001: View north-west across farmland from Footpath M114.	Refer to Volume 2 for description of significant effects.	Refer to Volume 2 for description of significant effects.	At or before year 15 of operation, planting established as part of the Proposed Scheme will have matured, largely screening the Proposed Scheme including the overhead line equipment.  Hedge planting to the top of the Diddington cutting will reduce views such that any residual views will represent a negligible magnitude of change. Assessed alongside the high sensitivity of the receptor, this will result in an adverse effect of negligible significance.	By year 15 and beyond to year 60 of operation, planting established on the top of the Diddington cutting as part of the Proposed Scheme will have matured, largely screening the Proposed Scheme including the overhead line equipment.  Any residual views will represent a negligible magnitude of change. Assessed alongside the high sensitivity of the receptor, this will result in an adverse effect of negligible significance.